



K.C.S.

CURRENT EVENTS

AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R & TKT. AGT.
WM. NICHOLSON, IMMIGR. AGT.
KANSAS CITY, MO.

Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer short comings and greater material advantages, and a greater variety of agricultural resource than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

- Fifty to seventy-five bushels of corn,
- Twenty to thirty bushels of wheat,
- Forty to eighty bushels of oats,
- Two hundred bushels of potatoes,
- Three-fourths to one and one-half bales of cotton,
- One and one-half to three tons of hay,
- Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize on alfalfa at the World's Fair in St. Louis 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

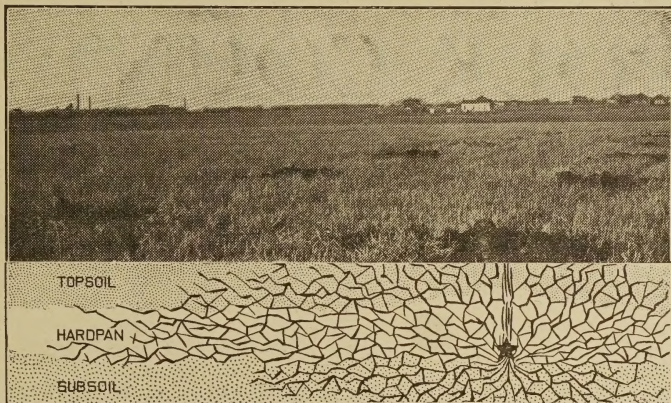
Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

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MENA, POLK COUNTY, ARKANSAS

The Ozark Mountain Region in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production of forage and a short quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the healthseeker is its splendid summer and winter climate. There is no hot sultry summer or a grim cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 feet to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

MENA LAND & IMPROVEMENT CO.

W. C. B. ALLEN; Manager

WRITE ME

for any information you desire about

SCOTT COUNTY, Arkansas

Below are a Few of the Many Bargains that I Have to Offer You

160 acres, 10 miles from Eagleton a station on the main line of the Kansas City Southern Ry., 30 acres in cultivation, 5 acres in orchard, 30 acres fenced with rail and plank, 2-room box house and barn, close to school and church. Price only \$5.00 an acre.

120 acres, 14 miles from Waldron, 75 acres in cultivation balance fine oak timber, 90 acres fenced, 25 acres more land that can be tilled, close to school and church. Price only \$10 an acre.

118 acres, ten miles from Waldron, one mile from Boles, a good country town, 75 acres in cultivation, 2 sets of houses, one good five room residence, smoke house, barns and all kinds of out buildings, small orchard, good well of ever lasting water, all good bottom land on Buffalo Creek, on main road, telephone and mail delivery.

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JOHN D. BAKER

WALDRON, Scott County, - - ARKANSAS

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The cut-over timber lands of this locality will produce corn, cotton, cane, forage, fine fruit, including peaches, oranges and figs as well as extra early truck of all descriptions.

There is a large industrial population in this region which needs food stuffs and forage in large quantity and affords a good home market for farm products of all kinds.

The Long-Bell Lumber Company has large holdings of cut-over timber lands at Bon Ami, La., which it will not colonize at present, but the company will sell land to farmers, fruit and truck growers at satisfactory prices and terms of sale, the object being to supply the local demand for farm produce. Address for information

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BUY LAND IN THE RAIN BELT

100 acres, rich timbered land at.....\$ 8.00 per acre
640 acres, rich prairie, no rocks or stumps
14 miles south of Beaumont at. 18.00 per acre
200 acres, cutover land, price..... 4.00 per acre

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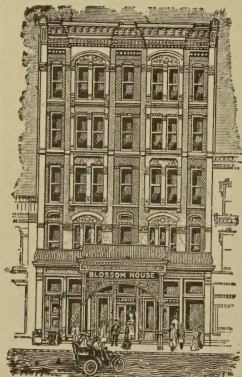
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Land can be bought now far below its actual value, and there is hardly an acre which, if properly cultivated, will not pay for itself in one year.

Cropures unknown, heavy rainfall, fine alfalfa and all kinds of forage crops, Corn prize at Columbus Ohio Corn Show won by Louisiana boy, healthy, good water, come to Louisiana and let us convince you.

It is immaterial what part of the State you are interested in write me and will give you free absolute and reliable information.

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 30,000 acres, La. cutover timber lands on K. C. S. Ry.
 14 740 acres, Arkansas cutover timber lands on Ry.
 33,000 acres, Arkansas hardwood timber lands, plat and price on application

We live in Winthrop, a small town on Kansas City Southern Railroad and have 50 good small farms for sale, nice level smooth healthy timbered country, no swamps, no saloons, no negroes in or around Winthrop. German colony started. 108 people have bought farms from us. Come to see us, price list free.

SESSIONS LAND COMPANY Winthrop, Little River County, Ark.

DE QUEEN, ARK.

A hustling city of 3,500 people, has been selected as a division point of the Kansas City Southern Railway. Population will double in the next three years.

Right now is the time to invest in city and farm property. Good farming land at \$10 per acre.

Write for descriptive circulars.

Farmers & Merchants Bank and Trust Co., De Queen, Ark.

Our Trust Company back of every deal.

DO YOU WANT A HOME IN THE "Beautiful Ozarks" OF MISSOURI

In the Famous Strawberry Land.

Apples, Peaches, Pears, Grapes, Raspberries, etc., all grow excellently. Ideal location for the dairy and poultry business. We offer for sale 60,000 acres of land in 20 acre tracts or more, cheap and on easy terms. Located in Stone and McDonald Counties.

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Rooms 301-2 Miner's Bank Building
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AN ACRE IN EDEN FOR A TEN DOLLAR BILL

215 crates of cantaloupes were sold from one acre of this land this season and it is now planted with turnips. This is the home of the double crop.

HOGAN & COYLE, Real Estate
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HORATIO, S. W. ARK.

Section not boomed, but developing rapidly. Climate, water, soil, variety of crops, long growing season. Prices reasonable. Get away from the cold winds, sleet and snow.

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De Soto Industrial Co. owns and offers for sale the choicest residence and business property in South Mansfield, La. Junction of two main trunk lines of railroads, and is the fastest growing town in the state. Come and see or write

J. C. YARBROUGH

I have fifty (50) improved farms for sale in the corn, red clover and bluegrass belt, 40 miles south of Kansas City, Mo.

Send for lists.

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LAND IN THE FRUIT BELT OF THE OZARKS In Ten Acre Tracts.

Easy Terms, good place for a colony, within a mile of the station.

JOHN W. MILLER
 Elk Springs, Mo.

WRITE TODAY of farm bargains in Western Missouri and Eastern Kansas; \$45.00 to \$75.00 per acre; where we grow successfully corn, wheat, oats, timothy, clover and bluegrass,
 CUR

A WINTER HOME

Whether it be a ten or twenty acre truck, fruit, poultry or dairy farm should be located near the beautiful and healthful town of Zwolle, Louisiana, I have them to sell on terms for the working man, I have the largest improved farms also, or I can sell you a fine business lot in this delightful young city for only \$50 on terms, then you will not only have an ideal winter home site but an investment, send only \$5 and you start the payment on the lots.

H. A. MINER, Zwolle, Louisiana.

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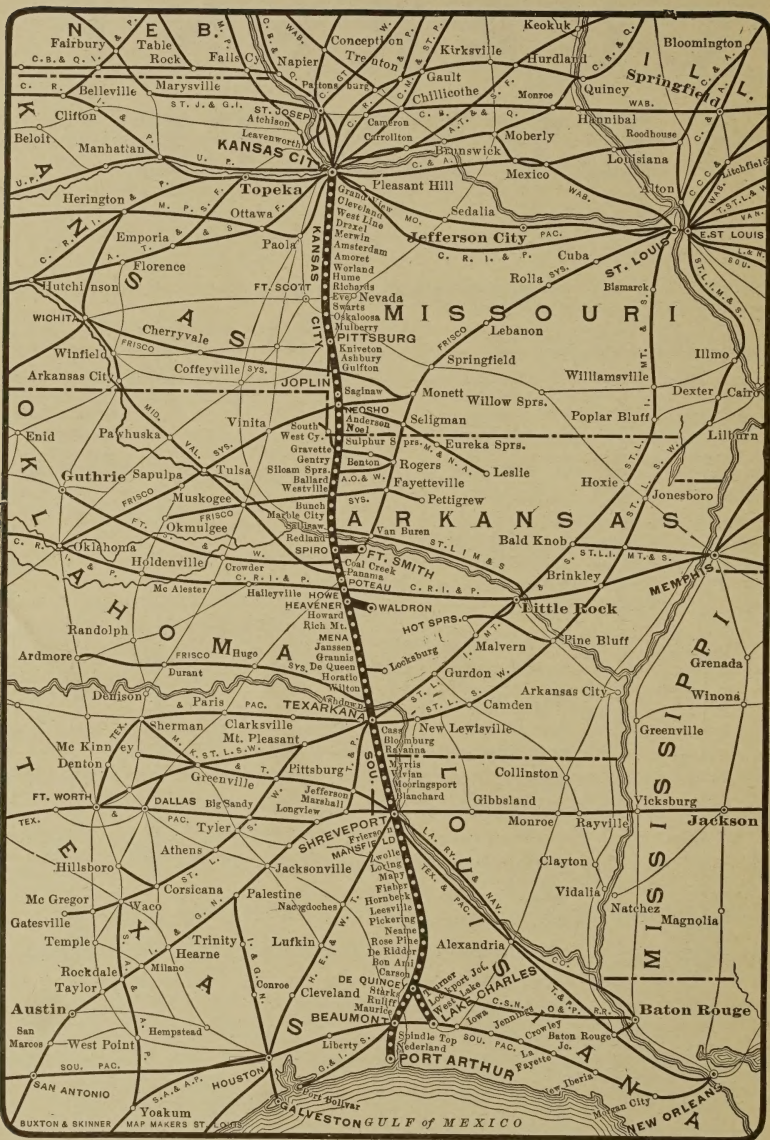
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY

The Kansas City Southern Railway

Retrospective and Prospective

Divested of its utilitarian prospects, the prime object in building a railway is to secure a reasonable interest on the investment. The man who buys its stock or invests in its bonds, purchases them with that end in view. To secure the interest on its bonds and ultimately pay dividends on its stock, the new railroad must have advantages peculiar to itself and must meet the competition of other railways. These advantages consist of the local resources along the line that may be developed and the through traffic which may be secured at the terminals. Both ends of the line must be favorably situated and have connections with whom tonnage may be exchanged, and the local traffic should hold its own. If good judgment has been used in its location and a correct estimate has been made of the resources of the country tributary to the line, the new railway may become a unit of transportation, complete in itself and capable of holding its own and gratifying those who have their money in the investment. Sometimes it requires a combination of several short lines, each lacking some feature essential to its prosperity to make a harmonious whole, before a self-supporting unit of transportation can be created.

The Kansas City Southern Railway possesses the advantages which a self-sustaining railway should have, running as it does from Kansas City, Missouri, to tidewater at Port Arthur, Texas. The distance is 786 miles, some 500 miles less than to the Atlantic seaports, which before its construction handled nearly all the products of the country of which Kansas City is the trade and financial center. New Orleans was in ante-bellum days the entrepot for the vast territory included in the Louisiana Purchase. The building of the railways from the Atlantic ports into the Far West changed the channels of trade and diverted most of this traffic over the east and west lines of transportation. Immigration followed the railways and converted the western plains into productive farms. The surplus products of the great developing West found their way to the Atlantic ports, though much of their value was absorbed in their transportation. Inland water transportation was too slow and uncertain to

enable the Gulf ports to recover their lost traffic. A short-line railway was the only means of turning this trade to its natural channel and this is supplied in the Kansas City Southern Railway.

Very few great enterprises have been undertaken, which have not been accompanied with high hopes and ambitions, followed by great disappointments, before they became successful ventures. "The fine laid schemes o' mice and men gang aft agley," says Bobbie Burns and most of the older generation of railroad promoters and builders will agree that Bobbie Burns was a good prophet.

The line now operated by the Kansas City Southern Railway Co., is the culmination of a number of railroad ventures, most of them disastrous to the original organizers and builders. Beginning at Kansas City and going southward, there had been built by the Kansas City, Nevada and Fort Smith Railroad Co., a line from Kansas City to Hume, Mo., finished about 1890 and having a length of about 81 miles. In 1887 a number of promoters were busy at Neosho, Mo., and the New Orleans, Natchez and Fort Scott Railroad; The Memphis, Kansas and Western, and the Kansas City, Fort Smith and Southern Railway Companies were organized. Of these the last named, commonly known as the Splitlog Railroad, began actual construction. The line was built from Neosho, Mo., to Splitlog, and a little later the line was completed from Goodman, Mo., south to Sulphur Springs, Ark., and north to Joplin, Mo., leaving a gap of 74 miles between Hume and Joplin, Mo.

About 1894 or 1895 the people of Texarkana converted a short lumber tram into a railroad and called it the Texarkana Northern. It was built as far as Ashdown, Ark., 20 miles in 1891. The Texarkana and Fort Smith Railway Co. was then organized and completed the line to Horatio, Ark., in 1895, distance 47 miles from Texarkana. This left a gap of 236 miles between Sulphur Springs and Horatio. The Kansas City, Shreveport and Gulf Railroad, built between Texarkana and Shreveport in 1895 and was building southward in 1896. The Calcasieu, Vernon and Shreveport Railroad built a few miles westward from Lockport Junction, but a line from Lake Charles to

De Quincey, La., was completed by the K. C., Shreveport and Gulf Railway Co. in 1898.

The growing youngster who has not had his experiences in the matter of measles, mumps and whooping cough, would not be considered normal. Young railways built in undeveloped sections and generally on a scant local capital are exceedingly fortunate if they escape financial difficulties, hard times, receiverships, etc. All of those composing the present Kansas City Southern Railway had their share of trouble and were in the proper condition of mind and purse to become part of a stronger organization. The Kansas City, Pittsburg & Gulf R. R. Co. undertook to connect and weld together the odds and ends of lines between Kansas City and the Gulf. The gap between Hume and Joplin, Mo., was completed in 1893; between Sulphur Springs and Horatio, Ark., in 1897; between Shreveport and Beaumont in 1897; Beaumont and Port Arthur, 1895. In 1898 the Fort Smith Branch was completed and in 1899 the railroad company was in the hands of the receiver. The Kansas City Southern Railway Company began business April 1, 1900.

Isolated, none of the original parts of the railway could have maintained its own, as none of them alone had the variety of resources, or the friendly railway connections, so essential to success. Combined and welded together as a harmonious unit, they had everything needful to a prosperous undertaking of the first class.

The traffic available through its terminals is capable of indefinite enlargements and developments, and there is practically no limit to the magnitude to which its through traffic may be enlarged in the course of time.

Kansas City, Mo., its northern terminal, is in the heart of the great grain and meat producing region of the United States, the concentrating point for the products of the country as far west as the Rocky Mountains and north beyond the Canada boundary line and its easy transportation facilities to tidewater at Port Arthur will make it the great grain and live stock market of the world. Millions of bushels of corn and thousands of tons of flour and packing house products find their way to purchasers beyond the seas and this trade is constantly increasing from year to year. As yet the preponderance of traffic is outward from Port Arthur, or in other words export traffic and is confined to the larger European ports and those of Mexico, the islands of the Gulf and Central America. The import traffic is growing steadily, but more slowly and in a few years will be greatly enlarged. What the magnitude of the

through traffic, beyond the terminals will be, when the Panama Canal is finished and the American Mediterranean Sea, the Gulf of Mexico, is covered with the mercantile fleets of the world, on the way to the South American ports on the Pacific, those of China, Japan, Australia, the Philippines and India can be easily reached, is entirely beyond conjecture. It will undoubtedly result in a greatly enlarged market for food stuffs from the territory of which Kansas City, Mo., is the financial, commercial and manufacturing center. The great Gulf terminus, Port Arthur, has all the facilities for handling the entire product, a most complete and extensive system of wharves, docks and warehouses at the safest harbor in the world and the Kansas City Southern Railway is fully equipped to haul north or south every pound of freight that is offered for transportation. Behind Port Arthur is the granary of America, reaching far into Canada; the greatest meat producing country on earth, a vast territory with an enormous timber supply, rich in fuel and raw material of every kind and for all of these, the Kansas City Southern Railway is the shortest outlet to the sea. When the millions in the Far East, along the western South American coast and the Islands of the Pacific demand these products, the railway with the shortest mileage can safely figure on providing the transportation of the cargoes to the waiting ships.

The Trans-Mississippi region, comprising the States of Arkansas, Iowa, Kansas, Minnesota, Missouri, North and South Dakota, Colorado, Oklahoma and Texas, have an area of 1,010,000 square miles, for all of which Port Arthur and Galveston are the natural gateways to the sea. The value of all property in this area is \$22,768,000,000; the population 18,000,000; the annual values of manufactures \$1,598,776,000; the annual wheat crop in bushels, 362,000,000; of corn in bushels, 1,343,000,000; the value of live stock, \$1,757,000,000; the railroad mileage, 77,000 miles, and the annual value of the cotton crop, \$250,000,000.

The first ship came to the Port Arthur docks in September, 1898. During the year 1910 four hundred and nineteen ships cleared at this port. Their cargoes consisted of 540,667 tons and 22,176 barrels of crude and refined oils; 2,464 tons and 1,566 barrels of asphalt, 300 tons of sulphur; 158,866 bushels of wheat, 102,721 packets of cleaned rice, 500 tons and 7,825 sacks of rice hulls, 300 tons of rice bran, 4,000 bunches of bananas; 13,139 tons and 54,873 sacks of cotton seed meal; 4,172 tons of cotton seed cake; 152,655 bales of cotton; 56,236,144 feet, 17,279 tons, 4,376 pieces of lumber, timbers,

logs and staves and 823 bundles of hickory and other merchandise, aggregating in value about \$18,000,000. From 1898 to 1908 the gross value of all exports to foreign ports was in excess of \$45,000,000, and the merchandise and miscellaneous cargoes carried for the coastwise trade during the same time are valued at \$50,000,000. All these exports originated in the country for which the Kansas City Southern Railway is the natural thoroughfare and Port Arthur the nearest and most convenient outlet.

The country between the terminals of the Kansas City Southern Railway, a stretch of nearly eight hundred miles, possesses a greater diversity of climate, soils and resource for its length, than any other similar area in the world traversed by a railway. The Kansas City Southern Railway on its completion in 1898, passed through 450 miles of merchantable timber, extending from the Arkansas River to within fifty miles of the Gulf Coast. More than one hundred sawmills, probably one hundred and fifty, have been manufacturing lumber since the completion of the railway. The transportation of lumber varies one year with another from 42,700 car loads to 60,000 car loads, this including lumber, ties, posts, logs, cooperage, etc. The present lumber supply will last about twenty years and beyond this there will be available an abundance of hardwood timbers suitable for the manufacture of furniture and a multitude of other purposes.

On the line are two great coal fields. The northern or Cherokee coal field, of which Pittsburg, Kansas, is the financial center, turns out annually from 6,000,000 to 7,000,000 tons of superior bituminous coal, valued at ten to twelve million dollars. The known field is ten by forty miles in area. It is estimated that it will take nearly two hundred years to mine the present known field at the present rate of production. Many thousand acres have not yet been thoroughly prospected. Another great coal field is in the vicinity of Fort Smith, Ark., extending thence far into Oklahoma. The annual production is about 4,000,000 tons of semi-anthracite coal in this immediate vicinity of Fort Smith, while another large output is obtained from the western part of the field in Oklahoma. Less than one-fourth of the known field is mined at present.

Beyond these enormous supplies of steam coals, there is available a still greater supply of lignites and brown coals, which, with the increasing demands for fuels, will in time be put to practical use. In Texas and Louisiana the supply is beyond computations and when utilized will last for centuries to come. Within easy reach of the

railway are also large deposits of asphalt and kindred substances known as Grahamite, etc., etc. Petroleum in vast quantity is obtained near Caddo, Vivian, Mooringsport in Northern Louisiana, near Beaumont, Texas, and in Kansas and Oklahoma, not far from the line of the railway. New oil deposits are being constantly found and borings are being made in many places.

The metalliferous resources are very abundant and in the Joplin lead and zinc district mining is carried on very extensively. The known ore field now extends from Miami, Okla., to Springfield, Mo., a distance of one hundred miles in a southwesterly and northeasterly direction. The annual production of ores runs between fourteen and sixteen million dollars and in 1910 amounted to \$14,262,204. During the last fourteen years the district has produced lead and zinc ores to the value of \$151,218,108, this being the actual amount of money paid for the ores at the mines. Lead and zinc ores have been found in McDonald County, Missouri, Benton County, Ark., and in Eastern Oklahoma, near Stilwell and Westville. In Polk and Sevier Counties, Ark., these ores are found in well defined fissure veins and in the same locality are found well defined veins of copper, of antimony and deposits of manganese and iron, some of which have been mined in a desultory fashion.

The wealth in valuable clays and shales found along the Kansas City Southern Railway is beyond computation. They are almost without exception in close proximity to cheap fuel and at Pittsburg, Kansas, and Fort Smith, Ark., are manufactured in very large quantity in the form of brick, sewer pipe, tiles, wall copings, hollow brick and other products of clay. Clay manufacture can be enlarged a hundredfold and be carried in twenty or more places.

In Polk County, Arkansas, are more than forty square miles of slate formation. The quality is excellent and the quantity sufficient to supply the United States for the next five hundred years. A good quality of marble in great quantity, exists at Marble City and Bunch, both stations on the K. C. S. Railway in Oklahoma, and in Little River County at White Cliffs are enormous beds of chalk and cement clays, enough in quantity to operate a thousand barrel cement plant for 700 years. Another deposit is found 16 miles northwest of Ashdown, Ark. Quartz sands suitable for glass making are abundant near Fort Smith, Ark., Beaumont and Texarkana, Tex., and at the latter place a large factory is in operation, a second one to be built at Oil City, La. Tripoli is abundant and manufactured near Neosho, Mo.,

and other abrasives, whetstones and novaculites are found in great quantity in Polk and Sevier Counties, Arkansas.

Only a very small part of the mineral resources has been thoroughly prospected and the little work heretofore done in a few localities has been very superficial. The mineral resource of the country along the Kansas City Southern Railway is a savings bank account, steadily drawing interest, which will be drawn upon heavily when the mining processes of the older states by reason of greater depth, become more expensive and when, with our rapidly increasing population, a greater demand for raw material is created.

The Kansas City Southern Railway is the youngest trunk line passing through a country which was practically undeveloped at its completion in 1898. In 1890 the population within five miles of the railway track (not including the population of Kansas City, Missouri), was 304,326. Of this 125,054 was town population and 179,272 was rural population. In 1910, the total population in the described area was 726,093, of whom 354,872 were town population and 371,221 were rural population. The total number of farms within the area mentioned and in cultivation was 20,047, comprising 1,264,896 acres, the average area of the farm being about 63 acres.

Within fifteen miles on each side of the railway track is an area of approximately 17,200,000 acres, or 26,875 square miles. Only 18 per cent (3,096,000 acres) are under cultivation, another 18 per cent are either too hilly, too stony or too wet for cultivation at present, though in the main good for pasturage and the remainder, 64 per cent, 11,108,000 acres, are tillable but not yet under cultivation. On the basis of 63 acres to the farm, there can be placed in cultivation within fifteen miles of the track 176,317 farms, on which would be resident 881,585 people, who, in turn, would make necessary an increase in the town population of approximately the same figure. The further development of the mineral and timber resources and the manufacture of the field products would still further increase the population both rural and urban.

These eleven odd million acres of untilled land present vast possibilities in the way of agricultural development. They make possible an increase in cotton, corn, live stock and grain production and a consequent increase in the number and capacity of manufacturing plants. The production of extra early truck and fine fruits, ranging from oranges and figs to crabapples, is already large; with its increase

will come the manufacture of fruit products, canneries, preserving works, pickling works, vinegar factories, box and crate factories, etc. The cotton production along the line is now about one-half million bales. It can be two and one-half million bales just as well and cotton will grow as far north as does the yellow pine. Cotton gins, cotton seed oil mills and fertilizer works are situated at several points on the line and their numbers will increase with the cotton acreage. When the Panama Canal is completed and a short route is available for American goods to the Orient, the fact will gradually percolate into the New England mill owner's head, that it will not pay to ship cotton from Arkansas, Texas and Louisiana to New England and then retrace the same course to sell cotton goods in China, when the country that produces the raw material is so rich in fuel and other facilities as to be able to drive a competitor who must transport both raw material and fuel, entirely out of the world's market. The mill owner will sooner or later have to realize that he cannot afford to pay for baling, wasteful ginning and unnecessary transportation when some more enterprising manufacturer turns out cotton cloth goods on the ground where the cotton is grown, where he can contract with the grower, gin the cotton himself, avoid all the baling and utilize all the by-products from cotton seed oil to fertilizer and transport nothing but the finished goods. The keen competition of the years to come will demand this.

Convenient to the Kansas City Southern Railway are two hundred thousand acres cultivated in rice, and immense rice mills are in operation at Beaumont, Nederland, Port Arthur, Texas, and Lake Charles, in Louisiana. This crop can be increased fourfold. The corn crop in Louisiana has increased within the past ten years from about 25,000,000 to over 60,000,000 bushels and the raising of fine live stock is now becoming an important industry. The long growing season of the more southerly states makes it entirely practicable to produce two, three and even four crops on the same land, and of some the same crop twice, as for instance, corn, potatoes, cowpeas, etc., and this makes it possible to secure a sufficient income from a small acreage, permitting more people to subsist in a given area, and maintain more live stock therein. In the next half century the bulk of the American population will be south of the Ohio and Arkansas rivers, and a very large part of the country's industrial activity will be in that section also.

The haulage of the Kansas City Southern

CURRENT EVENTS

Railway for the year 1910 of all sorts of commodities amounted to 3,620,047 tons. Of this freight, 2,419,201 tons, about 96,768 car loads, figuring on an average of 25 tons to the car, originated on the line and consisted of agricultural products, animal products, mine products, forest products, manufactures and miscellaneous merchandise. This came from a section of country only partially developed and in which the total production can be greatly enlarged and multiplied. About one-third of the present tonnage is received from connecting lines at the terminals and connecting points.

It does not require a prophet, or the son of a prophet, nor a dabbler in the occult to see, in the not distant future, a great thoroughfare lined on both sides with busy multitudes tilling small farms intensely, a

string of great prosperous cities turning out a greater variety of manufactured products than can be found on any other railway; in the mountain region a large number of health and pleasure resorts and mile after mile of berry patches, fruit orchards and truck farms; vast quarries of building stone and slate, and smelters, iron works and clay manufactures, furniture plants and cotton mills, and scurrying to and fro over the glistening rails hundreds of trains carrying ores, coal between stations, early fruits to the North, grain, meats and manufactures to the ports beyond the seas. Every acre that can be tilled will be under tillage and development, and that most of those who undertook to build a railroad, where it now is, did a greater thing than they had in contemplation.

Horatio, "City of Peaches."

The three fundamentals in looking for a farmhome are soil, climate and water. Unless we find a productive soil, the finest climate and the best of water will not yield us a sustenance. The miner, the wandering Arab or the fisherman might succeed in localities where this combination is found, but the agriculturist must have a fertile soil as a basis of success, for his products are primarily of the soil.

We may find a section having a fertile soil and an abundance of water, yet the inhabitants thereof are ever seeking a better location. Why is this? Because climate conditions are such as to ever be a

menace to health. Swamps turning with poisonous insects or stagnant pools breeding death and disease may be near; perhaps the air currents are not sufficient for proper oxygenization. Improper soil drainage, extremes of heat and cold, sudden changes of temperature, all these are enemies to the perfect enjoyment of health. An ideal climate and a rich soil are as imperfect a combination as the two already mentioned.

That section of Sevier County of which Horatio is the center has a harmonious combination of these three essentials.

We have three distinct soils in this sec-



Southern Orchard Planting Co. Peach Orchard, Horatio, Ark.



Southern Orchard Planting Company's Orchard, Horatio, Ark.

tion; the red gravelly upland, the bottom lands and a sandy upland. This red gravelly land is the ideal peach land. We are told that Prof. Ernest Walker of Fayetteville, Ark., a pomologist of wide experience, states that this land is without exception the finest peach land he has ever seen, not only in the United States, but that it is also superior to any he has found in other countries. In addition to this soil being exactly what the peach needs for its perfect development the topography of the land about Horatio is such as to give the best of air and water drainage, both of which are important factors to be considered in the selection of orchard lands. There is one large orchard adjoining Horatio and extending out a number of miles to the north

and east, which covers 3,000 acres; there are also numerous smaller orchards owned by private individuals which will bring the acreage up to 4,000 acres. The Elberta is the favorite commercial peach, but various kinds are grown and all do well. Our peach season beginning with early varieties which ripen in May, extends through the summer months and on into October. The Mamie Ross and the Sneed are favorites among early varieties and the Piquette's Late ranks high in favor as a late peach. The Chinese Cling is in great demand for canning, preserving and pickling.

Grapes, plums, blackberries and huckleberries grow wild in abundance and the cultivated sorts also grow to perfection and are prolific bearers. Among small fruits the



Hauling Peaches to Packing Sheds, Southern Orchard Planting Co.



Irwin's Berry Field. Horatio, Ark.

strawberry promises the greatest profit per acre.

Six years ago last March a man came to Horatio from Van Buren, Ark. His family consisted of wife and six children, ranging in ages from 12 to 2 years, a team of mules, a stove, a table, beds enough to sleep in and a chair apiece for each member of the family, with a few dollars cash in hand covered the list of his worldly possessions. He rented a farm having on it 50 acres cleared crop land. He stayed on this place five

years. During his second year on this farm he bought 40 acres timber land adjoining the rented farm and 80 acres more joining this the third year. The year following he made a small clearing on the forty and put out 4 acres to strawberries. This was in 1909. He did not get a very good stand, but sufficient to realize \$135 net per acre from the patch. These berries were the first Arkansas berries in Kansas City market in 1910.

He felt this was not bad for a poor stand



Young Cotton Field. Horatio, Ark.

and having in the spring enlarged his field to 12 acres, looked forward to better results in 1911. And he has not been disappointed. His shipments this year from this 12 acres of strawberries gave him a credit at the bank of \$3,000, after paying all expenses of shipping, packing and picking his crop; this amount clear gain besides having suffered a loss of \$1,000 for lack of pickers and packers. Strawberry culture is hardly an experiment with Mr. B. T. Irwin, yet in some way he miscalculated his second year's yield or else relied too much on resident pickers. Consequently, he fell short on crates and pickers. Experience, though a dear teacher, is an efficient one, and Mr. Irwin will make use, another year, of his dearly bought wisdom when ordering supplies and arranging for pickers. As yet all shipments are made by express. A number of other farmers about Horatio, noting Mr. Irwin's success with strawberries, put out plants last year and all of them made good money. One of them had been so fortunate as to secure a forty less than three miles out on which there were a few acres of strawberries. With proceeds of this berry crop, he paid for his land and put up a new house on it.

No small tracts of land can be bought at above figure now except that lying some distance out of town. Unimproved timber land in the bottoms can still be secured at from \$8 to \$12 per acre. Improved farms

near Horatio range in price from \$20 to \$45, depending on location, improvements, etc.

The first year Mr. Irwin was on his own place, he put up a new barn that would do credit to any eastern Kansas farm. This year he is planning a new six-room house for the madam.

Now, do not get the idea that strawberries is all that Mr. Irwin raises. He is an all around hustler and doesn't let any grass grow under his feet. And this is sure the place for opportunities for the hustler to make full use of his well laid plans. A country where you can grow a crop of radishes or other early garden truck for shipment, follow that with Irish potatoes for northern market, then use the same ground for a crop of pea-hay or peanuts to fatten your hogs on and let them (the hogs) do all the work of harvesting and feeding is as good a stopping place as one need wish for. These crops, considering acreage, are only side issues; the main crops are the corn and the cotton. This man raised a bale of cotton to the acre on upland. Cantaloupes is another crop he places great confidence in. He cleared \$600 one year from six acres of this fruit. The Horatio cantaloupes are unsurpassed in flavor. They have been shipped in car load lots from this point for several years.

We have living in Horatio an old couple who came from Fairbury, Neb., not quite a



Corn. Horatio, July 12th

year ago. They bought 12 acres within corporation limits, paying \$1,100 for the place. On it was a bearing orchard of Elberta peaches. Fruit harvested from this orchard has brought them more than half what the place cost them last year. Besides this they will realize quite a sum from their cantaloupes. This couple are both past 75 years of age. They came for the husband's health. He was not very strong and found the cold winters and sudden changes of Nebraska climate very trying. Since coming to Horatio his health has so improved that he has been able to do all the work of putting in and caring for his corn and cantaloupe crops and caring for the orchard with the exception of picking and packing. They put out this spring several acres of strawberries, doing all the work themselves. You know there is lots on a farm a woman can do, and the wife in this case has been of great assistance to the husband in planting and planning his crops. During peach harvest, she kept at the head of the line in packing the fruit for shipment, besides taking the place of general manager. The writer stopped in one morning during peach harvest and was gaily told by this young woman of 75 years, "I'm filling a special order for New York City. Don't you think I ought to have my name in the Horatio Times?" They seem to have taken a new lease on life since coming to our mild and healthful climate and have entered into the work of making a new home with all the zest and interest of newly married people just starting out in life.

While speaking of our fruits, we must not overlook the grapes. They are not generally grown as yet for market crop, but, wherever they are given any care, they pay well for the attention given them. One party, who has a small vineyard covering one-half acre, sold this year \$60 worth of grapes, besides furnishing himself and neighbors with what were needed for family use.

The section surrounding Horatio is well suited to poultry farming. Green feed is at hand the year around. One can choose his location so that fresh, pure water is ever before his fowls, supplied by living spring, or spring fed streams. In the gravelly sections, drainage is such that yards do not easily become foul and disease breeding. Kaffir corn, millet, oats and peas and other grain foods are easily grown. Fowls can rustle their own insect food the year around. Young chickens and turkeys can be raised throughout the year, requiring less care here during winter months than is needed for them in early spring in Kansas and Missouri.

The cut-over bottom lands lying near Horatio furnish excellent range for stock.

The switch cane growing along the streams (these are living spring fed streams and furnish an abundant supply of water) winters them in fine shape—they come out in the spring looking as well as corn fed cattle farther north. Winters being so mild, stock can thrive here on much less fat and heat producing food than in colder climates. All surplus food not needed to sustain life and keep its body in condition is stored up in fat on the animal's body. In more severe sections, a large part of this surplus is used in the animal economy to keep up the body heat. Another item which appeals strongly to stock growers is the fact that stock in this section needs very little, if any, shelter. Nature has provided with a lavish hand shelter from summer's sun. We have no cold winter storms and shelter from rain is not a necessity in this climate. Still, if one wishes, it can be provided at little cost as lumber can be purchased first hand at the mills or can be sawed from one's own timber. Four wires make a legal fence, so fencing, except for hogs, is not expensive. Sufficient large timber can be sold from much of the cut-over lands to pay for fencing. This thinning out of timber lets in more sunlight, helps growth of smaller trees and improves the pasture. There are a number of native grasses. Stock seeming to have a preference for the different kinds at different seasons of the year. The soil in these bottoms is fine black loam and highly productive when cleared and put in cultivation.

The sandy uplands are especially adapted to the culture of onions, truck and all general farm crops.

In looking for general purpose lands and fruit lands in particular don't fail to visit

Horatio, "City of Peaches."

Come where earliest Arkansas strawberries blow,

Come where luscious red-cheeked Elbertas grow,

Four thousand acres, now bearing, we'll show.

Carloads of cantaloupes in June and July, Snap beans the late Southern markets supply.

We've little malaria and very few "skeets," Sparkling spring water, good gravel for streets;

We've the very best soil and climate to match.

If you want your good dollars more dollars to hatch

Invest near HORATIO while prices are low,

The harvest is sure, but to REAP you must SOW.

MRS. HELEN PORTER,
Mgr. Porter Land Co., Horatio, Sevier Co.,
Ark.

An Affair of State and A Razorback Hog.

F. E. Roesler

The following story, historically true, relates to an occurrence which happened in the early days of the Texan Republic. Shortly after its organization, being in need of funds, the seat of government then being at Washington, Texas, it was found expedient, by the fathers of the new republic, to borrow some three million dollars from his majesty, the King of France. Negotiations for the loan had been pending for some time and his majesty had sent his minister plenipotentiary to examine the resources of the new republic and to complete the negotiations. Every detail had been worked out to a successful conclusion, when a trivial incident made the whole transaction null, void and of no effect, and all this came about in the manner here related:

It appears that the French minister lived in gorgeous style, maintained a large establishment, and had a large number of liveried servants, among whom were a gardener and another man in care of the minister's horses. The minister had purchased a large supply of corn at fancy prices for the use of his horses and had not intended to feed all the other livestock in the adjacent country.

On the farm adjoining the French legation, lived Mr. Bullock, a husky, wiry, weather-beaten Texan, who had been with Houston at San Jacinto and in other campaigns leading to Texan independence. Among his livestock were some native Texas razorback hogs, animals described as follows, by early writers of the republic: "It is always hungry, and weighs about twenty-four pounds dressed with its head on, and about ten pounds with its head off. It can squeeze through a picket fence, jump a rail fence, climb a tree like a parrot, outrun a greyhound and live on grass roots and rabbit tracks. It hasn't much tail or bristle, but plenty of gall. It can lick a wolf or bear in a fair fight. It is sometimes called a hazel-splitter, but it is popularly called a razorback, because it is shaped like a sunfish on four spindling legs. In hunting a razorback it is always shot at sideways, for there is not a ghost

of a show to hit it otherwise, any more than to shoot at a split shingle. It can drink milk out of a quart jar on account of its long thin head, and has other virtues too numerous to mention."

Mr. Bullock's razorbacks very soon discovered the minister's corn supply, and spent most of their time among the corn sacks to the grief and worry of the hostler. After numerous attempts to drive the artful dodgers out, and after exhausting his stock of French expletives and his breath, he finally cornered one and killed it with an ax. Mr. Bullock who had been an interested spectator immediately called on the hostler for an explanation. The hostler with the usual French vivacity and gesticulations, proceeded to explain the nature of the occurrence, but Mr. Bullock, not being well versed in Parisian French, and having some doubt as to the meaning of the gesticulations, promptly sailed into the servant of his majesty, the King of France, and gave him an unmerciful thrashing. The minister plenipotentiary, hearing the disturbance in his back yard, rushed out to assist his servant, and narrowly escaped a similar experience at the hands of the now enraged Mr. Bullock.

The killing of a razorback hog and the thrashing of a servant in the livery of the king of France, instantly became a matter of international interest. The minister plenipotentiary of the king of France promptly filed complaint with the department of state of the Republic of Texas, to the effect that the representative of the king of France had been grossly insulted by a citizen of the Republic of Texas, named "Bullox," and that a servant in the livery of the king of France had been outrageously assaulted. The government of the Republic of Texas, through its attorney-general, arraigned Mr. Bullock before a justice of the peace and a jury, where Mr. Bullock declared very emphatically that if any more of his hogs were killed, he would thrash the whole embassy. Mr. Bullock was fined one dollar and a half for assault and battery.

The French minister, highly incensed,

appealed from this judgment, but obtained no satisfaction, as no Texas jury could see the difference between warming a Frenchman's hide or dusting his uniform. The obtuseness of the jury grated on the minister's nerves and he finally advised his master, his majesty, the king of France, not

to make the loan, bundled up his belongings, and returned to Paris with his servants.

Mr. Bullock's razorback had cost the new Republic of Texas the loan of three million dollars. A few years later Texas became one of the United States and ample funds were provided from other sources.

Rice Culture on the Gulf Coast.

Rice has been the staple food of 800,000-000 people in China, Japan, the East Indies and the Islands of the Indian Ocean for time immemorial. The success or failure of the rice crop means plenty or starvation to these millions. The quantity grown in these countries is about 12,500,000 tons or two hundred and fifty billion pounds, nearly all of which is consumed in the countries where it is grown. Until the development of the American rice growing industry, the exports to Europe and America were large; but even then did not reach one per cent of the total production. In the Asiatic countries mentioned it is almost the exclusive diet of the people, being augmented only occasionally with beans and fish.

Among the food values rice takes the first rank, being equal in nutritive qualities of good beef steak, porterhouse steak, turkey, chicken, Irish potatoes, red snapper fish, corn meal, oat meal, or malted milk. Where rice is the principal food dyspepsia, indigestion are rare, and good health and great endurance are the rule. It is an idea crop for a densely populated country, because it does not exhaust the soil as rapidly as other staple crops, for the reason that the irrigation water used, largely replenishes the fertilizers extracted by the crop. Compared with corn, wheat and other cereals it has the better keeping qualities, particularly so in the tropics, and can therefore be stored with reasonable safety. It can be cooked with the crudest utensils and is always a healthful food.

Rice growing in the United States began in 1694, when a vessel on its way from Madagascar to Liverpool put into port at Charleston, S. C. On departure of the ship, the captain left some rough rice with the governor of the colony, suggesting that it might possibly grow if planted. The experiment was tried and yielded the famous Carolina rice. From 1730 to 1740 about 100,-

000 tons of rice were exported to Europe. Fifty years later the culture extended to both Carolinas and Georgia, the product of the three states being in 1816 about 42,000 tons. Louisiana and Florida entered the list later, but in 1892 the product amounted to 75,000 tons.

The rice country in Louisiana and Texas was deemed worthless except for cattle range. It was learned that the soil was rich in natural fertilizers, but that its non-fertility was due to non-drainage. As soon as this matter was well understood, the objectionable features were rapidly removed. A system of irrigating and drainage canals was soon inaugurated and improved machinery did the rest. The surface canals had barely been given time to demonstrate their usefulness, when it was discovered that nearly all the coast lands in Louisiana and Texas were underlaid with a bed of gravel some fifty feet thick, which carried pure soft water in great abundance. The wells bored into this supply have been constant, and so easily is the supply reached that 6-inch tube wells 200 feet deep have been bored in 14 hours. Where water is supplied to the rice grower by a canal company, the rental of the water used, is usually paid in rice, the ordinary rental being from one to two barrels of rice for each acre irrigated. On some of the canals a money rental is paid.

The cost of a well or of several wells and pumping outfit sufficient to irrigate 200 acres of rice is from \$1,500 to \$2,000, and for 500 acres about \$3,500 or about \$7.00 per acre. The actual cost of applying the water varies from \$1.00 to \$2.00 per acre for the season, the difference in cost depending on price of fuel and style of pumping plant used.

Modern rice cultivation is carried on in the United States approximately as follows: The method described being used in the

vicinity of Beaumont, Lake Charles and Port Arthur on the Kansas City Southern Railway. Rice can be grown on any level tract of land to which water can be readily supplied, either by canal or otherwise. Upland rice is grown without irrigation and is generally a very fine grain, but as the rainfall is unreliable where much moisture is desired, the crop is uncertain and for that reason the lowland culture and lands that can be irrigated and drained are the most desirable. For convenience of irrigation the land is laid off in squares, varying in size from 50 feet to 150 feet square, as the lay of the land will permit. Each square is surrounded by a ridge 18 to 24 inches high to hold the water let in and is provided with flood gates and other contrivances to control the water. The land is plowed while dry, from four to five inches deep the first year and prepared in every respect as for wheat or any other small grain. The seed is either sown broadcast or in drills. One essential is that the ground be well pulverized and grass and weeds be well killed out. The quantity of seed used varies from 80 to 100 pounds per acre. After covering lightly with a harrow, the land is flooded just sufficiently to cover it, until the seeds are sprouted.

The water is then drawn off until the plants are six or eight inches high, when it is turned on again to kill the weeds and held for four or five weeks until the ground is shaded. The water must not reach higher than the second joint of the stalk. Lastly comes the harvest flow, which begins when the stalk is about 18 inches high, and is kept on until the rice heads. About a week or ten days before the harvest the water is drawn off and when the upper half of the head is ripened, the harvesting should be carried on as expeditiously as possible. The levees or water ridges are cut and the land becomes dry, permitting the use of implements. Rice is harvested with self-binding machines and threshed with steam threshers, the same as any other grain; it is then sacked and forwarded to the rice mills. The time between cutting, stacking and drying is determined by local conditions.

Rough rice, as it comes from the farms is always sold or handled by the barrel, or sack, 162 pounds. From ten to twenty barrels are usually grown to the acre, the average price being about \$3.00 per barrel, sometimes going much higher.

A conservative estimate of production for five years gives an average yield of ten barrels or forty bushels to the acre. The average net price obtained by the farmer has been \$2.50 per barrel, or \$25 per acre, and he works 100 acres per hand. It costs the

rice farmer for seed, cultivation, harvesting and delivery of his rice to the warehouses for sale about \$10 per acre, and in addition he pays one-fifth of his crop to the canal companies for furnishing water to irrigate the land.

In the immediate vicinity of Beaumont, Nederland and Port Arthur, Texas, 50,000 acres are devoted to rice cultivation. Near Lake Charles, in Calcasieu Parish, La., over 150,000 acres are devoted to the same crop. About 60,000 acres are in cultivation near Orange, Tex. The crop grown annually in the localities named will approximate 2,600,000 barrels, valued approximately at \$7,800,000. The rice acreage for Louisiana is about 360,000 acres and for Texas about 220,000 acres. There are in operation several hundred canals, aggregating 700 or 800 miles on main canals and possibly 2,500 miles of branch or lateral canals. Rice mills are a necessary adjunct to the rice growing industry and are distributed throughout the rice growing area in accordance with the needs of each locality. Those convenient to the rice farms contiguous to the Kansas City Southern Railway are located at Beaumont, Orange, Lake Charles and Port Arthur, Tex.

The U. S. Census Report, 1910 (covering the year 1909), relating to the rice mills in operation in the United States, contains the following information: Number of rice mills in operation, 1909, seventy-one; capital invested in rice mills, \$13,347,000; cost of material used, \$19,012,000; value of manufactured product, \$22,371,000. Value added to raw material by manufacture, \$3,360,000; number of persons employed, 1,734; salaries and wages paid, \$1,192,000. Rough rice handled, 974,747,500 pounds; cleaned rice produced, 628,089,500 pounds.

Of the 974,747,500 pounds of rice cleaned in the United States in 1909, Louisiana milled 540,002,200 pounds or 55 per cent, Texas 371,816,400 pounds, or 37 per cent, and Arkansas 37,014,000 pounds, or 4 per cent. The combined milling of Arkansas, Louisiana and Texas amounted to 97 per cent of the total quantity of rice cleaned in the United States. The number of rice mills now in operation are distributed as follows: In Louisiana, 37; in Texas, 19; in Arkansas, 5; in Georgia, 2; in North Carolina, 1; in South Carolina, 3; in Oregon, 1, and Washington, 3; total, 71.

The rice acreage of the United States is 705,700 acres, of which 371,200 acres are in Louisiana, 238,300 in Texas, 76,800 in Arkansas, 11,600 in South Carolina, 2,800 in Georgia, 2,800 in Mississippi, 900 in Alabama, 7,000 in Florida and 600 in North Carolina.

Some Winter Resorts on The K. C. S. Ry.

Considerations of health or the search for pleasure make a winter residence in a milder climate desirable and to those so situated several localities which would meet their requirements can be recommended. One of these locations is the city of Mena, in Polk County, Arkansas.

The city of Mena lies 1,600 feet above sea level. It is in the Ozark Mountains and is a very popular resort for summer visitors from Louisiana and Texas, as well as for winter tourists from the Northern states. Its high altitude makes it a very desirable abiding place in summer, and it is far enough South and has the requisite climate to be a most pleasant place to stay in during the winter months. For the accommodation of visitors, it has several commodious hotels and accommodations can also be had in private houses. The Mena Land and Improvement Company owns about sixty comfortable cottages and some more pretentious buildings, which can be leased at what would be considered a nominal rental, if the visitors desire to keep house in Mena for the time they are here.

The city is well situated in the Ozark Mountains and is surrounded on all sides by high hills, which are wooded to their tops. The mountain breezes are crisp, pure and invigorating and the temperature at night is cool enough to make a blanket desirable. Every stream in Polk County has its source in the county, all of them being clear, pure, swiftly flowing mountain streams, formed by thousands of springs of soft, cold water issuing from the mountain sides. The surrounding country has numerous medicinal springs, well and favorably known for half a century on account of their curative properties. The most important of these are Bethesda Springs, three or four miles from Mena, and the Bogg Springs in the southern part of the county.

The country contiguous to Mena abounds in scenic attractions and the drives around Mena are among the most attractive in the state. Game is abundant, and every stream of any magnitude is well stocked with black bass, jack salmon, croppie, perch, channel cat and other game fishes.

The winter climate is agreeable in every way—cool and pleasant, with rarely any inclement weather. The city of Mena has between 4,000 and 5,000 inhabitants, and

has all the accommodations of a modern city of its dimensions. Mr. W. C. B. Allen, General Agent, K. C. S. Ry., at Mena, Ark., will be pleased to furnish any desired information.

Near the Gulf coast are several very attractive winter resorts much visited by people with whom health is a prime consideration and who benefit by the balmy, springlike weather of Southern Texas and Louisiana, in contrast with the grim cold of a Northern winter.

LAKE CHARLES, LOUISIANA.

One of the most pleasant, refined family resorts, having ample accommodations, all desirable modern conveniences and the social amenities of an old settled community is the city of Lake Charles, Louisiana. Its population is 17,000, its climate in winter most delightful and the surrounding scenery beautiful and interesting. The number of winter tourists is large enough for pleasant social intercourse and the opportunities for diversion and entertainment are plentiful. The family man will find Lake Charles the ideal location.

It is a bustling little city, situated on the banks of a beautiful lake and a broad river. A more beautiful sheet of water cannot be found than the lake after which the city is named. To the east and south is a vast expanse of prairie and on the north, so close to the upper part of the city as to be overshadowed by it, begins the forest of yellow pine covering an area of hundreds of square miles. Calcasieu River and its several lakes afford the most attractive waters for boating and pleasure boats of all sorts, from the native dugout pirogue to the beautifully finished cabin launch, attest the popularity of this sport. They abound with oysters, shrimp and crabs and with every variety of fish from the despised mud cat through the list which includes the mullet pompano, flounder, red fish, Spanish mackerel, sheepshead, fresh and salt water trout to the king of game fish, the tarpon. Along the water courses, nearly all of which are navigable, there is an abundance of game, including the deer, fox, raccoon, bear, rabbit, squirrel, snipe, becasine partridge, rice birds, plover, wild duck, geese, woodcock and pheasant. During the winter months hundreds of thousands of geese, ducks and other water birds

are found in the lakes, water courses and gulf marshes. Driving, boating, fishing, hunting and bathing are the order of the day almost all the year 'round.

Opportunities for amusements and diversion are abundant in Lake Charles. Being located between New Orleans and Houston, the best theatrical productions are staged here, and as the winter climate of Lake Charles is balmy, often in February the gardens are gay with flowers. Lake Charles is thoroughly modern in its aspirations. Its great hotel, "The Majestic," built at a cost of \$150,000, furnished with every attention to beauty and comfort, has 109 guest rooms, with lobbies, parlors, private dining rooms, reception and reading rooms and more than 4,000 square feet of verandas. It is complete in itself, having its own heating plant, light and power plant, electric elevators, artesian water supply and fire protection. For business or for pleasure or for health, there are few places where one can spend the winter more agreeably than at Lake Charles.

Within easy reach of Lake Charles are a number of important cities, all of which are well worth visiting. Beaumont and Port Arthur are close at hand and in a few hours run Galveston, Houston, Orange and New Orleans can be reached.

The Secretary of the Board of Trade, Lake Charles, La., will be pleased to furnish any desired information.

Port Arthur, Texas.

The larger seaports on the Mexican Gulf Coast are famous for the magnitude of their commercial interests and their shipping facilities, rather than for their attractions as winter resorts for Northern tourists. New Orleans, although the greatest commercial center, forms the exception. The smaller city, large enough to have modern conveniences, is the more desirable winter resort.

Port Arthur, situated on navigable water and distant ten miles from the open Gulf, is the youngest of the Southern seaports. It was platted in 1897, has now about 12,000 people and has become an important shipping point. A ship canal, deep enough to float large ocean vessels, leading from deep water in the Gulf to the city, made possible the creating of a seaport where there had not been one before.

A port that can clear between 400 and 500 ships per annum and handle cargoes of lumber, oil, cotton, grain, meats, rice and merchandise worth over \$25,000,000 per annum, is well worthy of official recognition. In the short period of its existence it has kept well up with the times in municipal improvements.

Its hotel accommodations are among the best on the Gulf. The Plaza Hotel, built at a cost of \$150,000, has 120 guest rooms and every comfort a guest might desire. All the streets of the city are paved and electrically lighted. It has a splendid school system, electric street car service and is substantially built throughout, many of the buildings being very attractive.

Being situated on a large, land-locked lake, with fine boating facilities and good fishing in the lake, in Sabine Pass and the open Gulf, it is during the summer months the center of attraction for thousands of people who esteem it as a watering place and pleasure resort. The attendance brought in by excursion trains from the neighboring cities and towns numbers from 20,000 to 30,000 people in the course of the season.

During the winter months hunters and fishers congregate at Port Arthur. Those who enjoy hunting have ample opportunity for the exercise of their skill. Feathered game abounds in countless numbers and in great variety along the lakes, bayous, rivers and about the rice farms. Wild geese, brants, mallards, canvas-backs, teal and other ducks, curlew, pheasants, quail, jack-snipe, etc., are found in great numbers in every direction. By taking a boat at Port Arthur and sailing up the Neches or Sabine Rivers into the dense pine forests, deer, bears, wildcats, etc., will be found in sufficient numbers to be interesting; and, besides, there is no lack of squirrels and turkeys.

Fishing is good all year round in the lake. Sabine Pass, the rivers and bayous, though during the winter months the tarpons and jew fish frequent the warmer waters of the Gulf.

For information concerning Port Arthur, address O. Owens, Secretary Board of Trade Port Arthur, Texas.

Clearing Land For Cultivation

MOST of the land along the K. C. S. Ry. was originally timbered, making it necessary to clear it before actual cultivation could begin. On a new farm, just cut out of the forest, the clearing was the most serious proposition the farmer had to encounter and work was of necessity slow. It had its compensations also. The farmer need not buy any lumber to build his house and his fencing grew on his ground. If not too distant from a railroad or a city, there was a market for railroad ties, for cordwood, mine timbers and charcoal, and in many cases the value of the timber amply paid for the cost of the clearing. Of course, it meant work, and plenty of it, but generally it was paid for in cash. The prairie farmer had to buy his lumber, his fencing and his fuel, while the woodland farmer had it all there on his land. The clearing, as ordinarily performed, consisted in cutting down the trees where house and barn were to be built and simply "deadening" the trees by cutting a ring around them the first year. After the underbrush and top roots were removed it was possible to plant a crop between the dead trees. After the crop was harvested, as many trees as could be conveniently handled were cut down, split into fence rails, cordwood or disposed of otherwise. For several years, until the timber was entirely removed, there was an untidy looking farm with an array of gaunt, dead trees pointing heavenward. According to the energy of the farmer, they eventually either rotted down, were burned down or cut down. The stumps remained in the ground and if the farmer waited long enough they would eventually rot out; or after he had broken up a wagon or two while driving over them, he would burn them out. Pulling out a stump is something like a dental operation, with the difference that when a tooth is extracted the patient gets what pains there are coming to him, whereas in pulling a stump it is the dentist that has the pain. Stump pulling requires powerful machinery and the use of horses or traction power, both highly expensive. In the good old days when land could be had for settling upon it and time wasn't much of an object anyway, a few hundred stumps on the land didn't cut much of a figure; but nowadays, with higher land values, it does not pay to wriggle around stumps, and if farming on such land is to be

worth while the stumps must come out—and come out quickly.

The problem of stump removal is an ever-recurrent one when farmers are developing new territory or are endeavoring to utilize the entire acreage of their farms. The richness of the forest soil is a constant incentive to clear the land and make it available for cultivation, but the great question is, what is the best and cheapest way to remove the stumps. The principal methods now in use are pulling with stumping machines, burning out and blasting out with dynamite. In view of the apparent differences of opinion among farmers as to the comparative advantages of these three different methods, an analysis of good and bad points of each is in order.

The stump puller has its advocates who prefer it over either methods and others who do not consider it economical. Apparently it is a question of condition. Those who have carefully investigated the subject seem to be of the opinion that where a large number of small stumps are to be removed it pays to invest in a stump puller; provided, however, that only the cost of removing the stumps is to be considered. It must be borne in mind that the stump puller requires an investment of money which is worth interest, and the hard work not only causes the stump puller to wear out, but it is also a great strain on horses and harness. Further, it pulls the stump with a great deal of earth adhering to the roots which must be removed before they can be burned, and the stumps ought to be hauled off the field to some convenient place for burning. For removing large stumps the stump puller does not seem to be as economical as either of the other methods. In some sections where the number of stumps is very great, power stump pullers are used in connection with a traction engine. Where the average diameter of the stumps is not too large, this seems to be an economical and quick way of clearing land, but the cost of the necessary machinery is too high for the average farmer, and unless a community joins in the purchase of such an equipment it is out of the question.

The various schemes for burning out stumps are all open to one great objection—that is that the burning of a stump does not remove or even loosen up any of the

roots, but it does destroy the humus in the soil and causes barren spots for a year or so after the stump is burned out. Besides, it leaves a lot of hard work to be done in grubbing out roots before the ground can be plowed. Where the stumps are of hard wood they should be removed to one place and burned for the sake of the ashes, excepting such portions as are available for firewood.

Recent investigations of the use of dynamite for stump removal show that this is fully as economical as any other method, with the possible exception of very small stumps, and for large stumps the advantages in its use are very great. In the Western or Coast States, where large trees are the rule, dynamite is commonly employed for this purpose and practically every farmer or farmer's boy is a practical blaster. They handle this high explosive without accident because they have found it no more dangerous than an ordinary shotgun or gasoline. It is simply one of those things that has to be handled with horse sense and ordinary care. The process is very simple. A hole is bored underneath the stump with a large dirt auger, the hole being usually at an angle of 45 degrees to the ground. A dynamite cartridge is primed with a fulminate cap which has been crimped onto the end of a fuse and the cartridge is then shoved down to the bottom of the hole and tamped in with some damp earth. A match is applied to the fuse, which is long enough to give the farmer plenty of time to get away for 150 feet or so, and shortly thereafter there is a "boom," and the stump is blown clear of the earth and shattered into firewood. Investigation of the hole shows the roots torn loose from the earth for a radius of about two yards from the stump and nearly all the dirt that adjoined the stump roots has fallen back into the hole after the blast. The stump parts themselves are found free from dirt, as the blast clears them off completely. The roots are left in such shape that a few blows with an axe will free every one of them so that a plow can be run over the old location of the stump in almost every case without any difficulty whatever.

The statement has been made that dynamite does not always remove the entire

stump. This is true only where the charge is not large enough in proportion to the stump. For instance, if the hardness of the stump and the nature of the soil is such that a twelve-inch stump requires a pound of dynamite, it is plain that a twenty-four-inch stump would require at least three pounds, because it contains fully four times as much stump wood as the twelve-inch stump. If the blaster merely figures that being twice the diameter it would require twice the charge, he would be figuring wrong, because, as we learned in school, the area of circles vary as the squares of their diameters, consequently a twenty-four-inch stump, if perfectly round, would have just four times the area of a twelve-inch stump and not be merely twice as large, and would require at least three times the charge that the small stump would.

For subsoiling dynamite is without an equal. The increased yield of soil after having been blasted at a depth of several feet is admitted by all who have tried it along approved lines. Ordinary plowing turns over the surface of the soil to a depth of from 6 to 10 inches. The plow forms a hard crust or "plow-sole" along its path which is almost impenetrable to root growth. The consequence is that plant life uses 6 to 10 inches of top soil only, and uses the same soil year after year and for crop after crop, until many of the important elements of plant food in it are virtually exhausted. The result is smaller crops each year after the soil has been used for several years and the individual plants and vegetables are less fully developed. Dynamiting the subsoil gives the plants an opportunity to grow down into or draw water containing valuable fertilizing elements up from the second or third strata of soil wherein plenty of plant food is still available; besides, the greater spread and depth of root growth renders possible a larger surface growth and better crops both as to quality and quantity.

The most important result of subsoil blasting, however, is the breaking up of the subsoil to increase its water storing capacity and thus provide vegetation with necessary moisture during dry spells and prevent excess accumulation of surface water during wet weather.

The Fruit Crop, 1911.

The year 1911 was what might be called an "off year" so far as the production of fruit was concerned, and this condition covered the entire northwestern part of the United States. After a warm February came sharp frosts in March and April, which more or less seriously affected the apple, peach and strawberry crops. During the month of June a drouth of unusual severity prevailed, which tended to reduce the berry crop to a considerable extent. The prairie states suffered most severely, as the drouth placed the ordinary field crops in jeopardy also. In the timbered country along the Kansas City Southern Railway the effects of the dry weather period were not so severely felt.

The berry crop of Northwest Arkansas and Southwest Missouri was reduced about 50 per cent, but the prices obtained were good. There are about 12,000 acres planted to berries, of which about 3,500 acres are in Newton and McDonald Counties, Missouri, and probably 4,000 acres or more in Benton and Washington Counties, Arkansas. The Anderson, Mo., crop in 1910 amounted to 75 carloads, valued at \$93,500; the crop of 1911 to about 53 carloads, valued at \$67,516. The Neosho, Mo., crop of strawberries amounted to 89 car loads, sold for \$121,000. The Ozark Fruit Growers Association, which covers the four counties mentioned, shipped in all 290 car loads, for which \$309,647.61 was paid. A revenue of \$68,276.25 more was obtained from shipments of peaches, apples and cantaloupes. All stations shipped berries as usual, the yield being about two-thirds of an ordinary crop. A very large cantaloupe crop was

grown at most berry shipping points and successfully marketed. The crop in the aggregate amounted to 300 to 400 carloads and the revenue obtained was large.

The peach crop was small as compared with ordinary years and was scattered over a large area. In Missouri a crop was obtained only in a few places. In Arkansas the bulk of the crop came from the southwestern counties—Polk, Sevier and Pike. The Southern Orchard Planting Co., at Horatio, Ark., had 167 carloads, averaging about \$1,200 per car. The Arkansas Orchard Planting Co., at Highland, Ark., had 200 carloads, and the Patterson Fruit Company, at the same place, 50 carloads, which brought from \$1,000 to \$1,300 per car. In New York, Boston and Philadelphia from \$3 to \$4 per crate of six baskets was paid.

The outlook for a fair apple crop is good. The crop will be smaller than usual, but in the aggregate there will be no scarcity of apples. The summer apples have already been disposed of at good figures. The fall and winter apples are beginning to be harvested. Amoret, Mo., will make large shipments; Neosho, Mo., will have from 10 to 12 carloads; Anderson, Mo., 15 to 25 carloads; Lanagan, Mo., 14,000 barrels; Gravelle, Ark., 10 to 12 cars; Decatur, Ark., 10 to 15 cars; Gentry, 15 to 20; Siloam Springs, 30 carloads, and the same proportion is maintaining throughout the entire apple district.

Cannery stock, consisting of beans, sweet potatoes, tomatoes, etc., is being produced in large quantity and most canneries will have an abundant supply.

Sulphur Mining in Louisiana.

Among the several great natural resources of Louisiana which are capable of indefinite development, are oil, salt deposits, vast stretches of merchantable pine lands, rice lands, and immense deposits of sulphur. Sulphur has been found near De Quincey, La., near Leesville, La., and near Liberty, Texas, but the world famous deposits, which are worked on an immense commercial scale are at Sulphur, Louisiana,

a few miles east of Lake Charles, La. This deposit was discovered about 55 years ago, but being overlaid with quicksand of considerable depth, all attempts to sink shafts for mining it resulted in failure. Mr. Hermann Frasch finally discovered a method which was simple and effective and made it possible to profitably mine this sulphur. The Union Sulphur Company now mines this sulphur and maintains for this pur-

pose the greatest steam generating plant in the world. Imagine 150 boilers of from 150 to 200 horsepower, each generating steam as fast as the use of fuel oil applied in the most approved method will permit, yet which are insufficient in capacity to meet the increasing demands of sulphur production. The mines have an output of from 400 to 600 tons of sulphur daily, in the form of practically pure sulphur forced from the bowels of the earth like a golden stream.

The generation of steam in this great plant is not for the purpose of securing motive power, but for supplying steam and hot water which are used as the mining agent. The process of obtaining the sulphur is simple. A group of four, six or eight wells is bored and each well has a twelve inch casing extending from the surface of the ground into the sulphur deposit. A second tube or pipe six inches in diameter is let down into the 12-inch tube. The space between the outer and the inner piping is used to carry the superheated water down to the sulphur deposit, 800 feet below, while the inner pipe is the vehicle through which the molten sulphur is forced up from the bottom to the surface. The superheated water (about 350 degrees) which enters the wells through the 12-inch casing referred to is forced downward by

means of air compression. Superheated steam is forced to the bottom of the well through a smaller pipe. Continuous pressure results in forcing the liquified sulphur from the bottom in a constant stream. These groups of wells are operated simultaneously, each group being supplied with superheated steam and water from a battery of boilers, about twenty boilers to the battery, each battery carrying from 90 to 100 pounds pressure. The discharge pipes from the groups of wells are so arranged that the molten material falls almost in the center of large vats which are made of one inch lumber and are raised as the accumulation grows. The moment the liquid strikes the air, the water begins to evaporate and the sulphur solidifies. Some of the blocks of sulphur thus extracted and evaporated and solidified are from forty to fifty feet high and from 100 to 200 feet wide and long. The sulphur is dynamited out of the blocks and loaded with immense clam shell dippers, carrying from three to five tons, on the cars. This sulphur is about 99 per cent pure. Each well that is bored will yield from \$80,000 to \$100,000 worth of sulphur before it is exhausted, and a new well is always ready when one well shows signs of exhaustion. The annual product of the Union Sulphur Company's plant is valued between \$2,000,000 and \$3,000,000.

Some Facts for the American Citizen to Consider

The net operating revenues of the railways of the United States, that is, the receipts from their operation less the expenditures for maintenance, conducting transportation, taxes, and general expenses show a decrease for each month of the fiscal year beginning July, 1910, as compared with the corresponding month of the previous year except for the month of December, when there was a slight increase. The decrease for the month of May, 1911, was four and eight-tenths per cent, for the eleven months ending with May seven and four-tenths per cent.

This decrease in net operating revenues averaged \$15 per mile for the month of May, which is about fifty cents per mile per day. For the 240,000 miles of railroad in the United States this decrease of fifty cents per mile per day means a total decrease of \$120,000 per day, which is at the rate of nearly three million, six hundred thousand dollars a month, or over forty-three million dollars a year, which is over one-seventh of the amount of net dividends

paid by the railways for the year ending June 30, 1910.

A passenger carried one mile counts in railway statistics as a passenger mile, a ton of freight carried one mile counts as a ton mile. Although these are dissimilar units and their proportion varies at different times and in different places, a passenger mile plus a ton mile may roughly be considered as a traffic unit for purposes of comparison. In 1909 the railways received three and eight-tenths per cent more per traffic unit than in 1900, but they paid out in wages nine and five-tenths per cent more per traffic unit.

Taking the railways of the United States as a whole, the compensation received by the railway employees running on trains has increased for each mile a train has run, that is for each train mile, not only as rapidly as the revenue of the railways for each train mile, but in some cases much more rapidly. While revenue per train mile was thirty-two and six-tenths per cent higher in 1909 than in 1900, the compensa-

tion of conductors per train mile was thirty-seven and eight-tenths per cent higher, and of other trainmen fifty-nine and five-tenths per cent higher.

For the period 1892 to 1907 the increases in wages for nearly all classes of railway employees were either in excess of the increase in the retail cost of food, or practically equivalent to that increase. For fifteen typical railways the increase from 1901 to 1910 in the average daily earnings of employees was in excess of the increase in the wholesale prices of food. To pay the wages of the same number of employees, the railways were obliged to haul thirteen per cent more ton miles in 1909 than in 1900.

The increase of wages has continued in 1910 and 1911. The increase for 1910 over 1909 in railway wages was two and six-tenths per cent greater than the increase in the number of employees. Reports from a number of typical railways indicate that the wages of employees are higher in 1911 than in 1910, as follows: Trainmen, five and sixty-nine hundredths per cent; station men, three and sixteen hundredths per cent; shopmen, six and eighty-eight hundredths per cent; trackmen, three and ninety-nine hundredths per cent; telegraph operators

and dispatchers, four and eighty-eight hundredths per cent.

Because of the increase in their expenses and the falling off in revenue, the railways are being obliged to resort to economy in every direction in which it can be effected. Returns from a number of typical railways shows that the average number of employees per 100 miles of line was 776 on April 30, 1910, and 706 on April 30, 1911, a decrease of 70. While the miles of line operated by these railways had increased during this period by 2,000 miles, or one and five-tenths per cent, the men employed in operating the increased mileage had decreased by nearly 82,000, or seven and six-tenths per cent.

Reports covering sixty per cent of the mileage of the country indicate that during the year from April 30, 1910, to April 30, 1911, the labor force of the railways was cut by nearly one-tenth as a result of effort to reduce expenses and effect economies at every point. The retrenchment in process has not only affected the maintenance forces, which are always the first to suffer when retrenchment is necessary, but is beginning to cut into the transportation forces, which are maintained at a full quota until rigid economy is demanded.

Some Items Concerning English and German Railroads.

In the general manager's office of the North British Railroad, I inquired as to the cost of their coal cars. These cars are similar to the cars in this country in form only, as they carry but seven tons, have four wheels, no automatic coupler nor brakes other than a brake operated with a side lever, which can be operated only by a man standing on the ground, and which is used simply to block the car when it is standing on side tracks. I was told that the price of these cars was approximately 40 pounds, or, in our money, \$200.00 each—not as much as we pay, in this country, for the trucks alone.

I saw a train of about thirty of these cars, empty, going by a station, and was told by a railroad employe that such was the usual number of cars to the train, when empty; but, when loaded, eighteen or twenty comprised a train load. There are three men on each freight train, namely, the engineer, fireman and guard. There are no air brakes, but there is a steam brake on the

engine, and a hand brake on the van, or, what we call the caboose. The engineer receives eight shillings, or \$2.00, per day; the fireman, five shillings, or \$1.25, per day, and the other man, the guard, whom we call the conductor, \$1.35 per day of ten hours.

I talked with the engineer on a fast train, upon which I rode 63 miles, the running time being one hour and twenty-five minutes, who told me that he ran 6,300 miles every month and received 208 shillings, or \$52.00, per month, and that he worked every day except Sunday. Another long run from London to Carlisle and return, 298 miles each way, is made by engineers on a fast train every other day, or fifteen times per month, making 9,000 miles per month per engineer, for which the pay is 240 shillings, or \$60.00 per month. Passenger guards, or conductors, receive 4 shillings, or \$1.00, per day, and freight guards, or conductors, 5 1-3 shillings, or \$1.35, per day. When I inquired the reason for the difference in

wages, I was told that the passenger conductors received tips from the passengers; and I learned that these tips ran from three pence to twelve pence, and that they were given for little attentions in handing out hand bags and calling porters.

In Germany, I found an ex-sailor who could speak English, running as passenger conductor, and he told me that he worked continuously, except that he had one day off every thirteenth day; that he made nearly 12,000 kilometers per month, which exceeds 7,000 miles, and received, in car money, approximately \$1.25 per day for the days he worked.

I paid four cents per mile, first-class, in all of my travels, and on the Continent was compelled to pay extra for all baggage beyond a hand bag, and never did I find these first-class cars any more comfortable than our ordinary coaches or chair cars.

There are other classes of travel, namely:

Second-class, which figures about three cents per mile;

Third-class, which figures about two cents per mile, and

Fourth-class, which figures about one cent per mile.

The first, second and third class compartments are generally found in the same car—the first-class compartments having red plush seats, accommodating six people; the second-class compartments having different colored plush seats, accommodating eight people. The third-class compartments have only wooden seats and are supposed to accommodate as many as can pile in, and the fourth-class are simply wooden cars, without any seats, and are used for

very cheap travel. I saw hundreds of people traveling third-class, and some well-dressed people at that, some of whom seemed to be Americans, who would not tolerate such accommodations at home.

A great many of the people who are crying out against the railroads in this country ought to travel abroad, and learn to thank heaven that they do not have to stay there; and the men engaged in the railroad service in this country ought to thank heaven that their lot is cast in a country where progressiveness, enlarged facilities and, consequently, better wages is the idea, and not stagnation and starvation.

Why do I tell all of this? Simply for two reasons—first, to show our own men the difference between the wages at home and those paid abroad; and second, to show the progressiveness of the railroad owners and managers of the United States, who have so far forged ahead of the owners and managers abroad in providing the necessary tools, namely, big engines, big cars, heavy rails, etc., whereby the men employed to handle trains can earn a much greater wage than the same employment permits in England, France or Germany.

It does seem to me that a little gratitude on the part of the employees of the railroads for these conditions would not be amiss, showing itself in loyalty to their employers by giving the best service possible, and doing what they can to silence the man who is always agitating against the railroads for his own particular benefit.

J. F. HOLDEN,
Vice-President.

The Sulphur Springs Sanitarium and Hotel.

During the summer season of 1911 a large number of health and pleasure seekers made Sulphur Springs, Ark., their place of abode, as they have done for many years in the past. Many of those who came, did so, seeking relief from disorders readily curable at this place. The invalid, seeking rest, recuperation and renewed energy found all of these in the climate, the use of the medicinal waters under competent medical guidance.

Being a health resort rather than a pleasure resort, though both features are so strongly combined as to be inseparable, it is quite natural that to the health seeker Sulphur Springs should be as valuable in

winter as it is in summer. It is fully equipped to serve as a health resort all the year around, so far as human ingenuity can go and nature has provided everything else in the matter of a mild winter climate, medicinal waters and scenic surroundings.

The Sulphur Springs Sanitarium and hotel will be open all the year around. It is in all its appointments a first class hotel, but is equipped in such a manner that invalids can be provided with every desirable comfort and be assisted in the recovery of health. Many disorders can be cured by the intelligent use of mineral waters and massage, which has been reduced to a practical science. Under proper guidance man is

able to assist nature in restoring health without the constant use of drugs, many of which are harmful in their effects.

Extreme nervousness is overcome by cheerful surroundings, moderate amusements, interesting walks and drives, the delightful climate and a change of environment. The climate is helpful in insomnia, and the baths, massage, cold water treatment, including salt-glow, bring quick and permanent relief. Stomach troubles in all their varied forms are greatly relieved by the use of sulphur water, which stimulates a healthy action of the organs engaged in the process of digestion, assimilation, secretion and elimination, when assisted by a thorough course of massage.

Inflammatory, muscular and sciatic rheumatism in their worst forms have been relieved by this method of treatment when patients were apparently beyond help. Massage, electric treatment, the proper use of lithia water, usually give relief. In some cases mud baths are given, the mud in one of the great caves near by having the property of eliminating uric acid from the system more quickly than any other known remedy.

Patients suffering from diabetes will find conditions most favorable for help in this dread disease. In connection with the invigorating massage, carefully selected diet, iron spring water, the clear bracing moun-

tain air, horseback riding and walks to the many local points of interest will go far toward the recovery of health and strength.

Bright's disease is generally treated by the use of special electric baths, which are modified to suit each case and are used in connection with special massage, etc. The baths and massage stimulate the activity of the skin, which takes the burden of elimination from the kidneys, and together with the alkaline waters properly used, allow the kidneys to rest and repair damages. Dropsy, a disease resulting from distressed kidneys, also yields to bath and massage treatment.

The many forms of eczema are especially benefited here by the baths and use of the waters, renovating the blood, increasing the capillary circulation, and bringing the skin up to its normal functions by systematic treatment.

Special diet tables are reserved for patients who are served with such food as is best adapted to each case. In cases where the advice of a physician is needed the visitor can rely on having at hand the best medical aid, as several highly reputable physicians and specialists permanently reside at Sulphur Springs. For information concerning accommodations, etc., address Dr. J. M. Griffin, Sulphur, Springs, Ark.

Opportunities for Business in K. C. S. Towns.

Allene, Little River County, Ark.—Population 300, altitude 331 feet; from Kansas City, Mo., 456 miles. Surrounded by a fertile country good for corn, oats, cotton, grain and live stock. About 2,000 acres in field crops and 25 acres in fruits in cultivation, and thirty-five new families settled on farm lands in 1910 and 1911; value of farm improvements, \$9,000. In the town there are in operation the pine and hardwood sawmills of the Allene Lumber Co., the J. C. Braden Mill, H. D. Jackson Mill, P. S. Kinsworthy Mill and the Rimer Lumber Company's planing mill, also the grain elevators of the Allene Lumber Co., C. W. Wright and J. S. Sikes. There are five mercantile houses, two churches, two hotels and one public school in the town. The shipments from Allene during 1910 amounted to 15 car loads of hardwood lumber, 12 car loads of railroad ties, 10 car loads of shingles, 120 car loads of pine lumber, 1,000 pounds of hides and furs.

Land Values.—\$6.50 to \$12.00 per acre.

Business Opportunities: Wanted, a hardware store, drug store, meat market, general merchandise store, a new hotel and a bank. Good opening for a creamery, grist mill, cotton gin, fruit box factory, sawmill for pine and hardwoods, chair factory and wagon shop. Needed also, a dentist and a teacher. Address Allene Real Estate Co., Allene, Ark., for further information.

Amoret, Bates County, Missouri.—Population within town limits 307, in township 948; south of Kansas City, Mo., 69 miles; altitude 830 feet. A thriving town in a well settled section of country, depending principally for its business on the production of the grain and stock farms surrounding it. While most of the grain and forage is consumed at home, some forty to sixty car loads of corn and wheat and

about one hundred and twenty to one hundred and fifty car loads of hogs, cattle and sheep are shipped out annually. Amoret has a grain elevator, hardwood sawmill, the Bank of Amoret, with \$15,000 capital and \$50,000 deposits, a roller mill, a creamery, cement block factory, a drug house, furniture store, hardware and implement house, hotel, lumber yard, seven general merchandise establishments, with a joint capital of over \$50,000, and numerous minor mercantile and industrial ventures. It also has a weekly newspaper, a good graded school, two churches and a public hall.

Coal is abundant in and around Amoret and indications of oil and gas have been found in many places. Two gas wells are within a mile of town. One of the most prominent features of the vicinity is the Darby Fruit Farm of 800 acres, with 540 acres in bearing winter apple trees, the crop of which for 1910 amounted to 56 car loads. The improvements in Amoret for the year amounted in value to \$15,000 and consisted of four new dwellings and one business house. The farm improvements were valued at \$5000.

Land Values.—Land near Amoret, more or less improved, is valued at \$40 to \$50 per acre. The Bank of Amoret will be pleased to furnish any desired information.

Amsterdam, Bates County, Mo.—Population in town limits 162, in township 841; altitude 885 feet; south of Kansas City, Mo., 62 miles. Situated in a rich farming country, which is well settled and has in cultivation 16,000 acres in corn, 2,000 acres in wheat, 2,000 in oats and 12,000 acres in forage, and which shipped in 1910, wheat 17 car loads, cattle 38 car loads, horses and mules 5 car loads, hogs 47 car loads, sheep 2 car loads, hides and furs 7,000 pounds, poultry 75,000 pounds, eggs 4,520 cases, butter fat 29,500 pounds. Corn is the principal product but wheat is more extensively grown each year. Hay grasses are produced in enormous quantity and some of the finest blue grass pastures in the United States are located here. The cattle, horses and hogs produced here are of the finest grades found anywhere. Good coal is very abundant, though developed only on a small scale. The monthly output of one mine operated here amounts to 75 car loads of thirty tons each. Excellent fire clays, shale sand brick clays abound in the vicinity and a quarry of the best building stone is situated on the edge of town.

The business community of Amsterdam is well established and substantial. The

gross annual business, amounting to about \$200,000, is transacted by seven firms with a joint capital of about \$50,000. Among the local institutions are a grain elevator, coal mine, newspaper, a hotel, two churches, a public school, opera house, the Bank of Amsterdam and minor industrial and mercantile enterprises, as well as a business men's club.

Land Values.—About \$65.00 per acre.

Business Opportunities: There is a good opening for another general merchandise house, an ice factory and more coal mines. Address for information, Bank of Amsterdam, Amsterdam, Mo.

Anderson, McDonald County, Mo.—Population 950; south of Kansas City, Mo., 192 miles; from Joplin, Mo., 37 miles; altitude above sea level 904 feet. A thrifty, rapidly growing town, situated in an ideal farming, live stock and fruit growing country. Grain and forage are produced in large quantity and the raising of high grade live stock of various kinds is a profitable business, aggregating about \$500,000 annually. On lands convenient to the railway large quantities of fruit, berries and commercial truck are grown, yielding, with poultry and eggs, a revenue of \$150,000 to \$200,000. There are in the immediate vicinity of Anderson 150 farms, comprising 5,000 acres, of which 1,000 acres are planted in corn, 300 in wheat, 100 in oats, 250 in apples, 300 in peaches, 1,000 in strawberries, 50 in commercial truck and 50 in forage. During 1910 and 1911 five hundred and forty new people settled on farms, who purchased 11,000 acres and planted 400 acres in berries, 125 acres in truck and 100 acres in orchard, expending about \$20,000 for improvements. The shipments of surplus products from Anderson for the years 1910-11 consisted of 4 carloads of poultry, 10 car loads of eggs, 38 car loads of cattle, 55 of hogs, 2 of horses and mules, 10 of sheep and in less than car loads, 150 head of cattle, 850 hogs, 20 head of horses, 20 head of mules, 4 car loads of grain, 15 of hay, 3 of flour, 1 of bran and feed, 32 car loads of apples, value \$13,200, 7 cars of cantaloupes, 1910 crop of strawberries, 75 cars, value \$93,500, 1911 crop, 60 cars, value \$66,700, 90 car loads of lumber, 4 of logs, 20 of railroad ties, 120 of fence posts and mine props and 12 car loads of cord wood, making a total of 562 car loads in full car shipments. In addition to these there were shipped 7,000 pounds of hides and pelts, 1,200 pounds of tallow, 15,600 gallons of cream, 16,000 pounds of wool, 1,000 pounds of mohair, 10,000 pounds of furs and 100 pounds of beeswax.

The commercial and industrial community consists of twelve merchants in various lines, the State Bank of Anderson, capital \$25,000, a weekly newspaper, two hotels, the Anderson Berry Growers' Association, in addition to which the town has an opera house, a waterworks system, public park, electric light plant, telephone system, three churches and two public schools. The improvements in town during 1910 and 1911 consisted of 24 new dwellings, costing \$29,000, three stone bridges, \$3,000, park improvements, \$2,000, and a waterworks and electric light plant costing \$18,000.

Land Values.—\$8.00 to \$40 per acre.

Business Opportunities: Wanted, a hard-wood lumber mill, a good hotel, furniture dealer and undertaker, clothing and shoe store, printing office. Abundant raw material for a cannery, cheese factory and a creamery. Good opening for an ice factory, cold storage plant, fruit box factory and a building contractor. Address for information, State Bank of Anderson, Anderson, Mo.

Asbury, Jasper County, Mo.—Population 175; south of Kansas City, Mo., 140 miles; altitude 900 feet; crossing point of K. C. S. Ry., Mo. Pac. Ry., St. L. & S. F. Ry. and Joplin & Pittsburg Electric Ry. Situated in a rich farming country, producing corn, hay, grain, live stock in considerable quantity, nearly all of which is marketed in the mining towns in the vicinity. The annual railway shipments, forming only a small part of the total production, amount to 30 to 35 car loads of corn, 6 to 10 of wheat and oats, and 12 to 15 car loads of cattle and hogs.

There are in Asbury seven mercantile houses in various lines, a lumber yard, the Asbury Hotel, two churches, one public school, a lodge room, restaurant and several minor business establishments. Information concerning Asbury may be had by addressing Agent K. C. S. Ry., Asbury, Mo.

Land Values.—Average \$35 per acre.

Ashdown, Little River County, Ark.—Ashdown, the county seat of Little River County, is 468 miles south of Kansas City, Mo., and 20 miles from Texarkana, Tex. It is an important industrial town, situated in a fine farming country and has been making a steady growth from year to year. Its population on June 30, 1910, was given at 3,500, showing a gain of 700 over the preceding year. The quantity of cotton handled in Ashdown is annually from 15,000 to 20,000 bales.

Nearly all the business buildings in Ash-

down have been replaced with stone and brick structures within the last three or four years, and the town generally presents an attractive appearance.

There are in Ashdown two banks with a joint capital of \$100,000; a trust company, capital \$25,000; some thirty retail mercantile houses, seven of which have stocks valued at \$130,000; two wholesale houses with stocks valued at \$100,000; a high school, first-class hotel, costing \$50,000 to build; cotton seed oil mill, fertilizer works, three or four sawmills and planing mills, handle factory, bottling works, brick plant, three or four cotton gins, flour mill, newspapers and smaller manufacturing enterprises.

During the past three years there were erected in Ashdown 120 new dwellings, costing \$130,000; 24 new business buildings and the factory buildings costing \$178,000; one hotel costing \$50,000, a warehouse costing \$1,000, a public school costing \$40,000, a theater \$6,000, park improvements \$15,000, and a waterworks system costing \$15,000. The Prairie Oil and Gas Company has built a pipe line through the town, the same having a length of 26 miles and costing \$10,000 per mile.

The transportation facilities of Ashdown are excellent, consisting of the Kansas City Southern Railway, running north and south, the St. Louis & San Francisco Railway east and west and the Memphis, Dallas & Gulf Railway running northeast and southwest.

The lands near Ashdown are being rapidly settled. They range in price from \$8 to \$20 for unimproved lands and from \$20 to \$35 for improved lands. During the past three years five hundred people have settled and cleared 7,000 acres of land and have made improvements valued at \$138,000.

There are in cultivation within five miles of Ashdown, 15,000 acres, of which 300 acres have been planted in fruits, 5,000 in corn, 1,000 in small grain, 8,500 in cotton, 50 in commercial truck, and 500 in alfalfa.

The shipments from Ashdown in 1910 amounted to 50 car loads of corn, 7,500 bales of cotton, 500 crates of cantaloupes, 6 car loads of Irish potatoes, 20 cars of cattle, 20 of horses and mules, 6 of hogs, 100 cars of hardwood lumber, 500 cars of railroad ties, 150 cars of pine lumber and 15,000 pounds of hides and furs.

Land Values.—\$8.00 to \$35.00 per acre.

Business Opportunities: The country surrounding Ashdown is rich in valuable hardwoods, and woodworking establishments of any kind would do well here, particularly furniture factories, box factories, stave

mills, wagon works, chair factories, etc. There are wanted an ice plant, brick, tile and pottery plant, a cannery, a large dry goods store, business college, flour and grist mill, foundry, and a good physician. Address for information Southern Realty and Trust Company, Ashdown, Ark.

Ballard, Adair County, Oklahoma.—This is a new town in Adair County, platted in 1910; is 238 miles south of Kansas City, Mo., and 21 miles north of Stilwell, Okla. The population is 100 and the altitude above sea level 974 feet. There are in the town at present one general store, post office, a saw mill, four charcoal kilns, stock pens and a public school. Railroad ties, cattle, hogs, cotton and about 12 carloads of charcoal per month are the principal products shipped from this station. The country surrounding Ballard is well adapted to general farming, stock raising and the cultivation of fruits, berries and commercial truck. Fine large springs abound in the vicinity and the landscape is unusually attractive. The town affords openings for retail merchants in various lines and for professional men. The Mid-West Land & Investment Company, Kansas City, Mo., can supply further information.

Bates, Scott County, Ark.—Population 150; from Kansas City, Mo., 351 miles, on Arkansas Western Branch of the K. C. S. Ry. A lumber manufacturing and coal mining town. There are in operation here the yellow pine sawmill of the Ingham Lumber Co., capacity 50,000 feet daily; the I. R. Packard Coal Mine and the Bates Coal & Coke Company's mine. The town has five mercantile stocks valued at \$140,000, a hotel, church, public school and several minor commercial and industrial concerns.

Land Values.—\$5 to \$10 per acre.

Business Opportunities: There are wanted in Bates a meat market, a bakery, and there are good openings in the coal mining industry. Address for information, Agent K. C. S. Ry., Bates, Ark.

Beaumont, Jefferson County, Texas.—Population within city limits, 25,012 City Directory count, 20,640 U. S. Census. South of Kansas City, Mo., 766 miles. The population is engaged in a variety of industrial and mercantile pursuits, and Beaumont is an active place having available for the distribution of its commodities a splendid river leading to the sea and eleven railroads. There are in Beaumont three of the largest rice mills in the world, requiring an investment of \$700,000. In Jefferson County 75,000 acres are cultivated in rice, requiring an investment of \$1,000,000 for canals and pumping plants, producing annually a crop value of \$5,080,000. Among the other

industries are immense oil refineries and pipe lines involving a total investment in the county of \$25,000,000; two large brick plants; three great sawmills; a planing mill; a creosoting plant; shingle mills and other large woodworking plants; three iron works and machine shops; an ice, light and power plant costing \$500,000; a large ice plant, gas works, several electric plants and numerous smaller industrial ventures, requiring a total investment of about \$18,000,000 to \$20,000,000, employing about 7,000 persons, with a monthly payroll of \$250,000 to \$300,000.

The wholesale mercantile business of the city is handled by about thirty establishments, operating on a capital of \$1,600,000 to \$2,000,000 and transacting an annual business of about \$7,500,000. The 300 retail firms add about \$3,000,000 more. The four national banks and one state bank have aggregate assets amounting to \$710,000 and the deposits amount to \$5,478,447. The bank clearings December 31, 1909, amounted to \$33,361,100.

The municipal undertakings consist of three public parks, six public school buildings valued at \$288,000, sixteen miles of sewerage valued at \$374,126, seventeen miles of gas mains, fifteen and one-half miles of paved streets costing \$350,000, 100 miles of shell paved country roads costing \$5,000 per mile, forty miles of cement walks costing \$100,000, five fire department stations and equipment costing \$100,000, and municipal buildings costing \$488,842. The bonded debt of the city is \$799,842; the taxable values \$14,500,000. The cost of the water works plant is \$128,000. The private enterprises, semi-public in character, are the following: Nine private schools and seminaries, thirty-three churches valued at \$500,000, two hospitals, 206 miles of irrigating canals for rice, fifteen miles of electric street car service, two telegraph and telephone companies, a fine, large opera house, a public library, boat houses, club houses, etc. Beaumont is the supply point for an enormous lumber manufacturing industry, the greatest oil and refining industry in the United States and a very large and increasing rice producing industry.

During the year 1910 the following mentioned improvements were made: Two hundred new dwellings, costing \$750,000; fifteen business buildings, cost \$125,000; new warehouses, \$15,000; new school, \$80,000; new theater, \$10,000; sewerage extension, \$50,000; electric light improvement, \$30,000; city ship wharf, \$50,000. New manufacturing and mercantile concerns: People's Furniture Co., \$20,000; Beaumont Sporting Goods Co., \$50,000; Neches Motor Co., \$25,000; Norvell-Wilder Hardware Co.,

\$100,000; Beaumont Cotton Oil Co., \$50,000; Commercial Orange and Fig Orchard Column Manufacturing Co., \$50,000.

In the adjacent country 150 new people have purchased 5,000 acres of farm land and have made improvements valued at \$100,000. There were in cultivation, in 1910, in corn 2,000 acres, in oats 300 acres, in cotton 200 acres, in oranges 150 acres, in figs 300 acres, in strawberries 40 acres, in truck 600 acres and forage 300 acres. Three hundred acres of new land was set out in oranges and figs, 50 acres in strawberries and 100 acres in truck. The shipments from Beaumont amounted to 2,421,724 pockets of rice, 100 pounds each; 2,000 crates of cantaloupes, 1,000 crates of strawberries, 10 carloads of early potatoes, 5 carloads of truck, 30 carloads of cattle, 10 carloads of hogs, 765 carloads of pine lumber, and 250,000 pounds of hides and furs.

Land Values.—\$20 to \$65 per acre.

Business Opportunities: Wanted—Wholesale dry goods and notion house, wholesale drug house, fertilizer factory or jobbing dealer, first-class family hotel; excellent opportunity for furniture factory, wagon factory, box factory, chair factory, overall and work garment factory, cannery, preserving and pickle plant, shipping buyers of early truck and fruit. The last named could develop a magnificent business here. Address T. W. Larkin, Secretary Chamber of Commerce, Beaumont, Texas.

Benson, De Soto Parish, La.—Population 265; from Kansas City, Mo., 604 miles; altitude, 259 feet. Situated in a good general farming country, producing corn, cotton, potatoes and general field crops. Ships annually 500 bales of cotton, 2 to 6 carloads of potatoes, 30 to 40 carloads of hardwood, 20 to 30 carloads of railroad ties and 15 to 20 carloads of pine lumber. The village has one hardwood sawmill with 20,000 feet daily capacity, three general merchandise stocks valued at about \$15,000, two churches, public school, hotel, a cotton gin, a grist mill, and a Fruit and Truck Growers' Association.

Business Opportunities: Wanted—Grocery store, dry goods store, restaurant, hotel, meat market, bank, drug store, flour and feed store, good opening for a physician-dentist. Address Agent K. C. S. Ry. for information.

Blanchard, Caddo Parish, Louisiana.—Population, 200; from Kansas City, Mo., 548 miles; altitude, 28 feet. Agricultural community, 12 miles north of Shreveport, La. The town has two general merchandise stores, a drug store, a cotton gin, two churches and a public school.

Business Opportunities: Wanted—General merchandise store; good opening for

brick and tile works, wagon factory or other woodworking factory. Address for information, J. F. White, Blanchard, La.

Bloomburg, Cass County, Texas.—Population, 840; south of Kansas City, Mo., 507 miles; altitude, 309 feet. Situated in a fertile farming country with 10,000 acres in cultivation within five miles of town. Of this land, during the season of 1910, 4,000 acres were planted in corn, 1,000 in oats, 4,000 in cotton, 100 in early apples, 700 in peaches, 25 in strawberries and 175 in forage. The shipment of surplus products during 1910-1911 from Bloomburg consisted of 10,600 bales of cotton, 40 carloads of potatoes, 5 carloads of peaches, 3 carloads of eggs, 22,000 pounds of poultry, 2,400 crates of strawberries, 22 carloads of cattle, 86 carloads of hardwood lumber, 100 carloads of railroad ties, etc. During the year 1910 fifty new people settled on farm lands, purchased 1,500 acres of land and made improvements valued at \$20,000.

Bloomburg is the junction point of the T. A. & L. Railway extending westward to Atlanta, Texas, and the K. C. S. Railway. It has a State bank with \$50,000 deposits, two sawmills, two cotton gins, two churches, public school, ten general merchandise stores with stocks valued at \$25,000, one drug store, hotel, livery barn and two truck growers' associations.

Land Values.—Farm lands run in value from \$12 to \$25 per acre and are usually sold on reasonable terms. For information concerning business opportunities, land values, etc., address First State Bank of Bloomburg, Bloomburg, Texas.

Bunch, Adair County, Oklahoma.—Population, 100; from Kansas City, Mo., 272 miles; altitude, 772 feet. There are in the village two hardwood sawmills with a combined capacity of 14,000 feet, a grist mill, church, public school and three general merchandise stores. The village shipped in 1910, 6 carloads of cattle and hogs, 24 carloads of hardwood lumber, 19 carloads of railroad ties, 10 carloads of pine lumber, 75 of logs and 20 of posts. The surrounding country is at present very thinly settled, but there is much good farm and fruit land which will be settled upon soon. At Bunch is an immense deposit of marble of excellent quality, which in time will be developed.

Land Values.—\$6 to \$20 per acre.

Business Opportunities: Wanted—A physician; good opening for a hardwood sawmill. Address for information, Agent, K. C. S. Ry.

Cass, Cass County, Texas.—Population, 500; from Kansas City, Mo., 503 miles; altitude, 241 feet. An agricultural community producing corn, cotton, live stock,

and some fruits and truck. During 1910 there were in cultivation in corn 4,000 acres, in oats 1,000 acres, in cotton 2,000 acres, peaches 100 acres, truck 100 acres, and in an ordinary season large shipments of live stock, poultry, potatoes and peaches are made. There are at Cass the yellow pine saw mill of the Cass Lumber Co., capacity 20,000 feet, a shingle mill, a grist mill, a cotton gin, two general merchandise establishments, a church and a public school. Two thousand acres were settled upon by newcomers during the year 1910.

Land Values.—\$8 to \$15 per acre.

For information, address Agent, K. C. S. Ry., Cass, Texas.

Cauthron, Scott County, Arkansas.—Population, 50. A village on the Arkansas Western branch of the K. C. S. Ry. The surrounding country has an abundance of coal and timber, and the latter is being manufactured by the B. R. Thaup Mill, capacity 15,000 feet per day. Cauthron ships 375 to 450 bales of cotton, 3 to 5 carloads of live stock, 7 to 15 cars of railroad ties and 35 to 50 carloads of pine lumber, and during 1910 had under cultivation 600 acres in corn, 50 in oats, 1,450 in cotton and about 100 acres in fruit and truck. There are in Cauthron three general merchandise stores, two drug stores and a public school.

Land Values.—\$5 to \$15 per acre.

Business Opportunities: The coal deposits should be mined. Address for information, Agent K. C. S. Ry.

Cleveland, Cass County, Missouri.—Population, 340; from Kansas City, Mo., 39 miles; altitude, 976 feet. Situated in a fertile agricultural and stock raising country, nearly all of which is in a state of high cultivation. During 1910 there were in cultivation 6,000 acres in corn, 1,000 in wheat, 1,000 in oats, 300 in apples, 100 in peaches, 50 in commercial truck and 500 in forage, etc., and the surplus shipped consisted of 30 carloads of corn, 10 of oats, 15 of wheat, 2 of potatoes, 2 of mixed truck, 60 of cattle, 6 of sheep, 70 of hogs, 4 of hardwoods, 5,000 pounds of dairy products, 10,000 pounds of poultry and 1,000 cases of eggs.

There are in Cleveland three general merchandise stores, a hardware store, drug store, lumber yard, bank with \$20,000 capital, several confectioneries, hotel, creamery, three churches, public school, a gas company and a telephone company.

Land Values.—\$60 per acre.

Business Opportunities: Wanted—Dry goods, and gents furnishings, shoes and a furniture store. Good opening for a flour and grist mill. A dentist could do well here. Address Bank of Cleveland, Cleveland, Mo.

Coaldale, Scott County, Arkansas.—Popu-

lation, 150; from Kansas City, Mo., 348 miles. On Arkansas Western branch of the K. C. S. Ry. A coal mining and lumber manufacturing point. The Hiawatha Smokeless Coal Co. has a coal mine and the Fogel Lumber Company has a sawmill in operation, in addition to which there are two general merchandise stores, a drug store, cotton gin and a public school.

Land Values.—\$6 to \$15 per acre.

Business Opportunities: Coal deposits could be mined and there is timber available for sawmills. Address for information the Agent of the K. C. S. Ry., Coaldale, Ark.

Converse, Sabine Parish, Louisiana.—Population, 700; from Kansas City, Mo., 610 miles; altitude, 215 feet. A lumber manufacturing point situated in a fertile farming country, shipping in 1910: Cotton, 2,000 bales; potatoes, 2 carloads; eggs, 2,000 cases; railroad ties, 100 carloads; pine lumber, 75 carloads. There are in Converse two sawmills with 60,000 feet capacity, a grist mill and cotton gin, two churches, public school, hotel, five general merchandise establishments with stocks aggregating \$50,000.

Land Values.—\$10 to \$15 per acre.

Business Opportunities: Wanted—A bank, dentist and newspaper. Good opening for a brick yard and a cannery. Address G. I. Paul, Converse, La.

Cove, Polk County, Arkansas.—Population, 500; from Kansas City, Mo., 397 miles; altitude, 1,047 feet. Cove is a growing town 17 miles south of Mena, the county seat, and only 3 miles from the Oklahoma line. It has a population of 500, one of the best public schools of any small town in the State, one bank, three churches, four general stores, drug store, two hotels, cotton gin, grist mill, shingle factory, a planing mill doing an average business of \$10,000 per month, and smaller enterprises, meat markets, livery barns, blacksmith and repair shops, a newspaper plant, a town hall, and a commodious lodge building used by several benevolent organizations. The gross annual business of the town amounts to about \$500,000. It is headquarters for an extensive trade in the products of hardwood timber, and it is estimated that the sum of \$150,000 is paid out annually at this point for ties and staves.

The town is surrounded by a well settled country which produces good crops of grains, domestic grasses, clover and a great variety of fruits and vegetables. About 100 acres are devoted to the cultivation of strawberries, and the acreage of apple, peach, pear and plum trees within a radius of four or five miles is constantly increasing. The marketing facilities are looked after by the Cove Fruit and Truck Growers'

Association, enabling the growers to ship their produce in carload lots.

Land Values.—\$8 to \$15 per acre.

Business Opportunities: Wanted—Harness shop, hardware and implement store, notion store, drug store, flour and feed store, produce store, seed house, physician and dentist. Good openings for a cannery, tannery, creamery, fruit evaporator, custom sawmill, fruit box factory axe handle factory, cooperage, and quarry. Address Barton & Register or T. P. Fulton, Cove, Ark.

DeQuincey, Calcasieu Parish, Louisiana.—Population, 1,500; south of Kansas City, Mo., 719 Miles, north of Beaumont, Texas, 48 miles, west of Lake Charles, La., 23 miles; junction point of the Lake Charles branch of the K. C. S. Ry. with the main line. Situated in the long leaf yellow pine region, in which the cut-over lands are esteemed as very favorable to the production of extra early truck, for the growing of oranges, figs, peaches, and for general farming purposes. Indications of oil, gas, sulphur and asphalt have been found in the vicinity. The town has a sawmill, electric light plant, waterworks plant, three hotels, two churches, a fine public school, four general merchandise stores, drug store, bakery, brick plant, etc. Town and country are growing steadily, and during 1910-1911 forty-seven new dwellings costing \$28,000, four new mercantile concerns with stocks valued at \$4,500, a new hotel costing \$2,000, a college building \$6,000, public school \$5,000, theater \$2,000 and a lodge building costing \$800 were erected.

Land Values.—Unimproved land, \$10 to \$15 per acre.

Business Opportunities: Wanted—Local telephone system, newspaper, grist mill, cotton gin, cannery, brick plant, planing mill, dairy farm, poultry farm, lumber yard, general merchandise store (large stock), meat market, physician and drug store. Address J. Lee Herford, DeQuincey, La.

DeRidder, Calcasieu Parish, Louisiana.—Population, 3,100; south of Kansas City, Mo., 689 miles; altitude, 206 feet. Lumbering is the principal industry, as the town is situated in the heart of the long leaf yellow pine region of Louisiana. The Hudson River Lumber Company operates a sawmill and planer with a daily capacity of 300,000 feet. A short distance north are the mills of the Ludington, Wells & Van Schaick Lumber Co., and two miles south, at Bon Ami, are the King-Ryder Company's mills, with like capacity as that of the DeRidder mills.

The lands in the vicinity of DeRidder produce corn, cotton, sugar cane, forage of

all kinds, oranges and figs, as well as extra early truck crops. About 2,500 to 3,000 bales of cotton, from 100,000 to 250,000 pounds of wool, and considerable quantities of potatoes and early truck are shipped from this point. The pine timber shipments are enormous. The town has new and up-to-date stone and brick business blocks and many handsome dwellings. The improvements during 1910-1911 consisted of sixty-five new dwellings, costing \$62,000; one stone building, \$25,000; theater, \$10,000; waterworks, \$6,000; ice plant, \$40,000; telephone service, \$3,000; new lumber tram, \$20,000; Lumbermen's State Bank, \$15,000; a new school and two lodge buildings. The improvements of the preceding year cost \$75,000.

There are now in DeRidder four hotels, two drug stores, nine grocery stores, eight dry goods stores, five department stores, three banks (capital \$90,000), three sawmills, a steam bakery, graded schools, two newspapers, opera house, three churches, bottling works, steam laundry and many smaller enterprises.

Land Values.—Unimproved, \$5 to \$10 per acre.

Business Opportunities: Wanted—Waterworks plant, electric light plant, wood-working plant of any kind. Oil can be developed here. Address for information, Frank V. Howard, DeRidder, La.

Decatur, Benton County, Arkansas.—Population, 450; south of Kansas City 217 miles and 62 miles from Joplin, Mo.; altitude, 1,231 feet. It is a compact little town surrounded by some 300 farms and orchards within a radius of five miles. About 2,000 acres are devoted to apple orchards and other fruits, berries and cannery stock, and 5,000 to 6,000 acres to corn and general field crops. The principal business of the town is handling and shipping fruits and the manufacture of fruit products. The Holland-American Fruit Products Co., has one of the best equipped and most complete canning, evaporating and preserving plants in the State, and provides a good market for all products not shipped. The year 1909 was not a good fruit year, but the shipments from Decatur amounted to 18 carloads of apples, 1,800 crates of cantaloupes, 22,000 crates of strawberries, 4,000 crates of blackberries, 3,500 pounds of miscellaneous truck, 26,000 pounds of poultry, 850 cases of eggs of 30 dozen each, 10 carloads of cattle and 15 carloads of hogs. Within three and one-half miles of Decatur are 300,000 apple trees, 180,000 peach trees and more than 600 acres of strawberries and blackberries. The country adjacent to Decatur is one of small farms intensely cultivated and the money returns obtained per acre are large, in some cases astonishing.

Decatur has made a steady growth from year to year and now has a first-class cannery, costing about \$30,000; a bank with \$35,000 to \$50,000 deposits; an excellent graded school in a modern brick school building, costing \$10,000; some fifteen or twenty mercantile establishments, housed in modern brick or concrete buildings; a large concrete shippers' warehouse, fruit packing houses, concrete block factory, water works, electric lights, etc. During the year ending June 30, 1910, there were built twelve dwellings, costing \$12,000; fourteen mercantile buildings, costing \$50,-

000; two factory buildings, \$3,000; a new hotel, \$1,500; park improvements, \$800; street improvements, \$600; new telephone improvements, \$600. Two mercantile concerns with stocks aggregating \$7,000 opened up for business.

Land Values.—Unimproved, \$10 to \$35 per acre; improved, \$50 to \$200 per acre.

Business Opportunities: Wanted—Harness shop, large dry goods store, meat market. Some good openings for a creamery station, ice factory, electric light plant and cold storage. Address George Brusse, Decatur, Ark.

Miscellaneous Mention.

THE CALCASIEU LOUISIANA FAIR.

An event of special interest to homeseekers will be the Calcasieu-Louisiana Fair to be held at Lake Charles November 21 to 24. At the fair the homeseeker will have an opportunity to learn just what Southwest Louisiana will produce—not from literature or land agent's circulars, but from a view of the actual product and talk with the men who are growing them. Calcasieu is now one of the best agricultural parishes in the state and has thousands of acres of land, still untouched by the plow, for sale at moderate prices. Its climate, winter and summer, is ideal, and its range of products varied. Homeseekers rates from all over the north to Lake Charles will be in effect the opening day of the Calcasieu Fair, and visitors will have plenty of time to see the fair and investigate the country.

Some idea of the circulation of the Kansas City Southern Railway's quarterly magazine, "Current Events," may be obtained from the following letter received a few days ago:

Winthrop, Little River County, Ark.,
Sept. 27, 1911.

Wm. Nicholson,
Kansas City, Mo.

Dear Sir:

Frank H. Roth, from Ensenda, Porto Rico, has just bought a farm from us, and he came to us through "Current Events," having secured your paper in the island.

Yours truly,

SESSIONS LAND CO.

By Robt. Sessions.

Note:—Requests for copies of "Current Events" frequently come from England, Germany, Holland, Ireland, Hawaiaian Island, Panama, the Philippines and occasionally Alaska.

HOW ANDERSON, MO., GOT OUT OF A "HOLE."

Anderson, Mo., Sept. 30.—"We crawled out of a dickens of a bad hole in mighty fine shape," came with such ease and evident sincerity from the lips of a business man in Anderson yesterday that it sounded many times better in the utterance than it does in print.

What the man meant by the "hole" was the slump in the strawberry crop last spring. While the strawberry growers got between \$80,000 and \$100,000 in cold cash for their crop this year, a sum sufficient to help a great deal toward buying pianos and things, they are used to more money than that.

When the business man said they pulled out in fine shape he referred to the fact that in this locality the farmers will get from forty to sixty-five bushels of corn per acre from the hillsides, and that they grew an immense amount of feed of all kinds for stock. Millet, cane, kaffir corn, cow peas and Egyptian wheat did well. Egyptian wheat was introduced by the government about four years ago, and for two seasons has been grown in the vicinity of Anderson. It produces eighty to ninety bushels an acre and is said to be a fine food for poultry and all kinds of stock.

In addition, Anderson and vicinity had an exceptionally good peach crop, and when the apple orchards were sprayed they not only yielded well, but the crop is of good quality. The hens kept right on laying, the cows never called a halt in their work of milk production, the hogs put on all the fat that a respectable porker should carry, and as a result, there are smiles on the faces of Anderson farmers and merchants that will not come off. A real estate firm reports having sold 10,000 acres of land in small and medium sized tracts since the middle of May and the members of the firm are enthusiastic over the prospect for land sales during the winter and spring.

In just a few years Anderson has grown from a tallow candle village to a live little electric-lighted city, with cement walks, new modern business blocks and all the conveniences of town life. It is growing rapidly, and is a happy illustration of what can be done by any well located community when all get together and push.—K. C. Journal.

Some Things Wanted at Vivian, La.

Vivian, Louisiana, is now the headquarters for most of the operators in the great Caddo oil field, lying between Texarkana and Shreveport. It has made a most vigorous growth in the last three years and now has about 2,000 inhabitants, two banks, five hotels, four churches, one grist mill, one cotton gin, one high school, five livery barns, one bottling works, two lumber yards, one carbonating plant, one sheet metal works, one large machine shop, one sawmill and planer, one newspaper and job office, three oil well supply companies, a twenty-five ton ice plant, fifteen boarding houses, fifty-two stores, twenty of which are in brick buildings, an electric light and fan service and a modern telephone exchange. One hundred and twenty-five new homes were built in the past six months.

The following named oil and gas companies have their headquarters here: Clark & Morgan, The Sun Company, Smith Drilling Co., Vivian Oil Company, Caddo Gas & Oil Co., Bainbridge Drilling Co., Standard Oil Company, Producers Oil Co., Busch-Everett Co., Wolf Drilling Company, Littlejohn Drilling Company, Dallas-Caddo Oil Company, Arkansas Natural Gas Co., Knight Land, Oil & Development Company, Cudahy Oil Co., Waugesbach Oil Company and Corsicana Petroleum Company, which jointly keep about 6,000 men employed in the field.

Ward 2 of Caddo Parish, of which Vivian

is about the center, has increased its assessed valuations from \$200,000 two years ago to \$3,500,000 in 1911. The town has more than doubled in population in the last twelve months.

Four miles from town are solid banks of glass sands. Two miles west are solid beds of iron ore of the same quality found in East Texas. Brick and pottery clays are very abundant and natural gas at a depth of 960 feet. Unlimited artesian water supply at a depth of 340 feet.

Vivian wants a steam laundry, wants a brick and tile plant, wants a glass manufacturing plant, and has a good opening for a smelter and iron works, with gas at less than 10 cents per 1,000 feet. Mr. T. E. Bird, Secy. Progressive League, can furnish further information.

Kansas City Statistics.

A United States census report, published June 26th, 1911, gives the following facts, and figures concerning the manufactures of Kansas City, Mo.:

In 1909 the total number of establishments was reported as 902, with \$54,704,510 worth of products, \$42,728,579 capital invested, 3,251 salaried officials and clerks earning \$3,477,886, 14,643 wage earners to whom \$8,525,620 was paid, with \$6,497,405 charged as miscellaneous expenses and \$30,961,859 reported as the cost of materials used.

The four leading industries, ranked according to the value of their products, were: One hundred and seventy-nine printing and publishing concerns, with a products value of \$7,547,852; 107 bread and bakery products concerns, \$5,616,784; 8 flour mill and grist mill products concerns, \$4,506,655; 26 lumber and timber products concerns, \$3,398,154. The 582 other industries had product values of \$33,635,065.

The four industries represented constitute 35 per cent of the whole number of establishments; 39 per cent of the total value of the products; 29 per cent of the capital invested and cost of materials used. Except in capital invested and cost of materials used, printing and publishing led all other industries, having 20 per cent of the whole number of establishments, with \$4,157,923 invested, using materials costing \$2,351,611 and reporting products valued at \$7,547,852. The bread and bakery products reported \$5,358,872 invested and produced values of \$5,616,784. The flour and grist mill products show an investment of \$1,068,831, a cost of raw material of \$4,102,405 and a products value of \$4,506,655. The lumber and timber products industry has

an investment of \$1,811,226, a cost for raw material of \$2,141,124 and a product value of \$3,398,154. For the capital invested the latter industry shows a larger product value than any of the others.

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The Kansas City Southern Railway Company—Arkansas Western Railway Company—Texarkana & Fort Smith Railway Company—Immigration Department—Agricultural Department.

There is a common interest between these companies and the people along their lines, the furthering of which can be accomplished by—

First—Notifying the prospective investors or settlers of opportunities in the territory served by these companies.

Second—Notifying consumer of all raw materials found at points on these lines.

Third—Assisting in the cultivation and diversification of crops.

Fourth—Assisting in marketing products produced at various points.

Fifth—Attracting capital for meritorious enterprises.

Sixth—Co-operating in every way possible with the people located on the companies' lines, looking toward assisting in development work.

Inquiries are solicited from investors, persons wanting new homes and parties having enterprises they desire developed.

Communications should be addressed to either of the following:

WM. NICHOLSON,

Immigration Agent,
Kansas City, Mo.

J. HOLLISTER TULL,
Agriculturist,
Siloam Springs, Ark.

—o—

A Marvelous Orchard.

The usually reliable St. Louis Republic, in speaking of a forthcoming celebration in Missouri, says:

"One of the big features of the Brandsville celebration will be a captive balloon, which will be used to elevate visitors to a height from which they can see 2,000,000 peach trees and the largest peach orchard in the world. This orchard contains 1,420 acres planted in peach trees, all of which are in bearing. The balloon will give the visitors a comprehensive view of the district, showing the topography of the country."

This is indeed a wonderful orchard, but it is not the biggest orchard in the world. If the amazed sightseers will turn their captive balloon loose and let it drift southward in the direction of Sevier County, Arkansas, they will discover, between De Queen and Horatio, a peach orchard cover-

ing 3,000 acres, which produces fruit of unequalled quality. However, this 3,000-acre fruit forest does not contain 2,000,000 trees, as this Missouri orchard is said to do. In Arkansas we plant the trees from sixteen to twenty feet apart. In the Sevier County orchard there are 110 trees to the acre, or 330,000 trees in all. In Missouri they must sow the seed. If they are planted by system, however, in order to get 2,000,000 trees on 1,420 acres it would be necessary to plant them less than six feet apart, and if peach trees grow there as they do here, midnight darkness would prevail between the tree trunks when the trees were in leaf, while cultivation or harvest work would be impossible.

Missourians are respectfully invited to turn their balloon loose and come to Sevier County, Arkansas, and see a real peach orchard.—(DeQueen, Ark., Record.)

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What Arkansas Raised Last Year.

Little Rock.—Secretary Dan T. Cutting of the Chamber of Commerce has received the following statistics regarding Arkansas productions from the Agricultural Department, which will be used in advertising the state:

Corn—Total amount raised, 69,216,000 bushels; price, 56 cents per bushel; total value, \$40,745,000; acreage, 2,884,000; acreage yielded per acre, 24 bushels.

Oats—Total amount, 6,020,000 bushels; price, 40 cents pr bushel; total value, \$2,769,200; acreage, 76,000; acreage yielded per acre, 35 bushels.

Winter wheat—Total amount raised, 2,710,000 bushels; price, 84 cents; total value, \$2,547,000; acreage, 195,000; acreage yielded per acre, 13.9 bushels.

Potatoes—Total amount raised, 2,604,000 bushels; price, 85 cents; total value, \$2,215,000; acreage, 31,000; acreage yielded per acre, 84 bushels.

Rice—Total amount raised, 2,400,000 bushels; price, 70 cents; total value, \$680,000; acreage, 60,000; acreage yielded per acre, 40 bushels.

Tobacco—Total amount raised, 585,000 pounds; price, 16 cents per pound; total value, \$936,000; acreage yielded per acre, 650 pounds.

Hay—Total amount raised, 284,000 tons; price, \$11 per ton; total value, \$3,124,000; acreage, 210,000; acreage yielded per acre, 1.38 tons.

Rye—Total amount raised, 24,000 bushels; price, 98 cents per bushel; total value, \$24,000; acreage, 2,000; acreage yielded per acre, 12 bushels.

Cotton—Total amount raised, 844,850 500-pound bales; price, 144 cents per pound; total value, \$60,829,200.

Cottonseed—Total amount raised, 355,560 tons; price, \$27 per ton; total value, \$9,603,120.

Population—1,574,499 people.

Area—38,824,000 acres.

Eight million acres, or one-fourth of the total area, in cultivation.

Forty thousand tons of fertilizer sold in state season of 1910-11.

Here are a few "live" stock figures for the state:

Sheep—Total number, 142,629; valuation, \$427,877; value per head, \$3.

Cattle—Total number, 844,757; valuation, \$16,895,140; value per head, \$20.

Hogs—Total number, 1,010,757; valuation, \$4,043,028; value per head, \$4.

Mules and asses—Total number, 234,427; valuation, \$28,771,200; value per head, \$125.

Horses—Total number, 343,076; valuation, \$33,278,372; value per head, \$97.

Growing a Peach Crop at Decatur, Ark.

There are several thousand acres of apple and peach trees in the vicinity of Decatur and also half a thousand acres of strawberries. The strawberry crop was fairly good and profitable the year 1911 and the apple crop will be large and of good quality. The peach trees were in bloom when a late frost nipped them, and in most orchards the crop was reduced to a scant home supply, if any at all. The one exception was the George Brusse peach orchard of five acres.

Mr. Brusse demonstrated that a belated frost need not cut any figure in maturing a peach crop. He smudged his trees six times between March 13th and April 16th at times when the temperature ranged from 19 to 31 degrees, using fifty smudge pots to the acre, or 258 pots in all. The trees were sprayed twice and cultivated during the dry period. The crop marketed consisted of 884 crates, sold at an average price of 90½ cents on track; 216 one-half bushel baskets, average price on track 67 cents; 20 bushel baskets, average price on track \$1.41½; 180 bushels of soft peaches, average price on track 75 cents. The yield was an average of two bushels to the tree. The actual culls amounted to less than 10 per cent. There was no brown rot or a worm to be found in the entire orchard. The proceeds from the five acres, the trees being planted between the rows of apple trees, was \$1,113.94 for the peaches alone. The smudge equipment, good for use for several years, consisted of 258 smudge pots, cost \$98.04; oil tank, tank wagon, etc., \$120.53; oil cans, thermometers, \$5.90; total, \$224.47.

The following items were charged against this year's crop: One-third of the cost of the equipment, \$74.82; oil, 3,223 gallons,

\$78.00; labor devoted to smudging, \$29.94; labor in plowing, harrowing and pruning, \$8.30; labor in spraying and cultivating, \$15.39; spray material, \$12.30; labor of picking and packing fruit, \$89.42; material used for packing, \$122.87; sundries, \$10; interest on money invested, \$20.25; total, \$461.19.

Proceeds obtained from the crop...\$1,113.56

Total expense..... 461.19

Profit from the peaches on 5 acres... 652.37

Profit on one acre..... 130.47

The weather was unfavorable at picking time, and it was practicable to pick only three full days, two three-fourth days, two one-half days, one one-fourth day and no picking in one day.

Revival of Mining in Sevier County, Ark.

The Bellah mine and the Davis mine, west and southwest, respectively, six and one-half miles and five miles from Gillham, Ark., are again in operation. The Southern Zinc and Copper Company, which owned the Davis mine in 1904, found a vein or ore five feet thick at the grass roots, which widened out to a thickness of sixty feet at a depth of eighty feet. The present depth is 120 feet, with the vein sixty feet thick. The depth of the vein is unknown. The old company was not equipped for economically handling the ore and after shipping ore to the value of \$23,000 discontinued its operations.

Messrs. Fred Oswald, Wayne Young and Mr. Dupree have leased the property for ten years and have expended \$25,000 for new machinery and equipment, including a 150 horse-power boiler and engine at each mine and adequate pumping machinery. These properties will now be worked mine fashion and from the present outlook the Davis mine alone will have an output of about ten carloads of ore per month.

South Mansfield, Louisiana.

The mayor writes under date of June 15th, 1911, as follows:

"I have made arrangements for the Commercial Club of this place to donate six lots, 25x142 feet each, near the depot, for a hotel site to anyone who will put up a modern hotel containing not less than twenty-one rooms. Arrangements can be made with Sears, Roebuck & Co., who have a plant in this town, to furnish all lumber, millwork, builders' supplies, sewerage and bath connections. They will sell on the installment plan, allowing five years in which to make payments, which must be made quarterly with 6 per cent interest. To build this hotel will require a cash outlay of \$1,200 to \$1,500.

"If you know anyone who would be in-

terested, kindly have them take the matter up with us at once, as we are tired of having a fine union depot and no accommodations in keeping with the same.

"Very truly yours,
"J. C. YARBROUGH."

The New Union Depot at Joplin, Mo.

Joplin, Mo., has a number of big institutions within its limits, among them a \$600,000 hotel and fourteen others, a \$50,000 public library, a \$100,000 Government post-office, a \$20,000 orphans' home, an \$18,000 hospital, a \$70,000 Elks' home, \$400,000 in church buildings, 100 miles of electric street and interurban railways, eight banks with \$6,000,000 deposits—but its latest important acquisition is its new Union Depot.

The cost of the Union Depot building is \$90,000, but including the terminals, new trackage and other items, the sum of \$300,000 has been expended. The railways entering the Union Depot will be the Kansas City Southern; Missouri, Kansas & Texas; the A. T. & S. F., and several new lines now in course of construction.

The station proper, which is of old Roman style, antedating the classic style, is constructed of reinforced concrete throughout and finished with oak. The floors are of concrete, with plain and Terraza finish. The walls and roof are concrete, the ex-

terior being finished with white Portland cement, stippled, which produces a very pleasant effect.

The main part of the building is occupied by the general waiting room, women's and men's waiting room and the ticket office. The structure is two stories in height. The north wing provides express and baggage rooms, the south wing being occupied by a dining room, lunch counter and kitchen. The train sheds and platforms will occupy 25,000 square feet of ground.

Pickering Colony, Vernon Parish, La.

A new general merchandise store is wanted in this colony and a splendid opportunity is offered to the right party. The Pineland Manufacturing Company, 504 Keith & Perry Building, Kansas City, owns a new, commodious stone building, well located in the Colony, and will transfer a lease expiring April 30th, 1913, to a responsible party. The rental of the building is free, and to the right kind of a man there will be a disposition on the part of the company to extend the lease on the same terms for another reasonable period of time. Pickering Colony is rapidly growing, new settlers are coming in all the time and there is plenty of good business for a general stock of goods. Address for further information, The Pineland Mfg. Co., 504 Keith & Perry Building, Kansas City, Mo.

Some Information Concerning U. S. Homestead Lands.

U. S. Homestead Lands in Western Arkansas Open to Settlement, 1911.

That there are 63,415 acres of land within the confines of the Camden district, in the state of Arkansas, open to settlement through the homestead laws, is the substance of a report issued a few days ago by H. G. Friedheim, register of the United States land office, and L. E. Rowe, receiver of public lands, from their headquarters at Little Rock.

The land in question is located as follows:

Location—	Acres.
Ashley County	322.56
Bradley County	406.95
Calhoun County	734.36
Clark County	553.29
Cleveland County	430.79
Columbia County	677.65
Drew County	80.00
Garland County	6,312.76
Hempstead County	454.47
Hot Springs County	4,006.45

Howard County	6,964.69
Lafayette County	1,089.23
Little River County	156.36
Miller County	819.16
Montgomery County	9,106.77
Nevada County	726.72
Ouachita County	237.72
Pike County	5,406.66
Polk County	16,980.81
Saline County	1,128.78
Sevier County	6,375.54
Union County	443.68

Total 63,415.40

In addition to this acreage, there are about 250,000 acres of vacant land in this district in the counties of Garland, Hot Springs, Montgomery, Pike, Polk and Scott, embraced in the Arkansas National Forest, which is not subject to entry under the regular homestead act, but may be entered when classified by the district forester of

Albuquerque, New Mexico, as agricultural in character, upon application being filed with him to have a specified tract restored to entry as agricultural land.

The above consists of almost any kind of land a person could wish, except prairie. The chief crops raised in this section are cotton and corn, but any kind will grow abundantly that is adapted to the climate. Fruits produce prolifically and when properly cared for find a ready and profitable market. Large orchards have been planted in many of the counties, and there is not a county in the district that does not produce great quantities of Irish potatoes. Arkansas has a world-wide reputation for her strawberries and apples. The climate and water are good, winters mild and summers temperate. Churches and schools are to be found in all localities.

There are quite a number of kinds of minerals, slate and granite found in this district which can be had under the United States mining laws.

There lands are not for sale except when they are practically unfit for agricultural purposes; then they can be purchased under what is known as the timber and stone act. Applications under this act must be accompanied by a filing fee of \$10, upon receipt of which an appraised valuation will be placed on the land by a representative of the government, the minimum price being \$2.50 per acre.

Every citizen of the United States, native born or naturalized, who has not taken advantage of the homestead law, is entitled to enter 160 acres of land. For this a fee of \$14 is charged. Application to enter may be made in this office or before the clerk

of the county in which the land is situated. However, this office has no representative in any of the counties mentioned. Residence of five years and a compliance with the law secures patent for the land. If the entryman, after fourteen months' residence and cultivation, desires he can purchase the land at \$1.25 per acre.

Plats showing vacant United States land will be furnished for \$1 per township. The number of the township and range should always be given when ordering plats.

SALE OF TIMBER LAND ORDERED.

Muskogee, Okla., July 30.—The government has ordered the sale of 16 sections of timber land in the Choctaw Nation. The sale will take place at Bokoma, in McCurtain County, at noon, October 31.

This area of land is what is known, locally, as the "lost sections." In some unaccountable manner these sections were dropped out of the records when the original timber survey and appraisement was made. The land has never been allotted, and within the past year a new timber appraisement has been made by the government.

A minimum price of \$176,000 upon the land has been fixed, which includes the timber. It is shown by the government timber appraisers that there are forty-four million feet of pine and hardwood timber on the land.

This is a sort of a test sale and is the beginning of a system by which the government will eventually sell nearly a million acres of pine timber land in the Choctaw Nation.

Government Sale of Indian Lands.

**Absolute Title Given—Lands Will Be Sold
to the Highest Bidder.**

The unallotted lands of the Choctaw and Chickasaw Nations of the Five Civilized Tribes in Oklahoma, and not including the coal and timber segregations, will be sold at public auction to the highest bidder at the following terms, times and places at not less than the minimum price stated in the advertisement:

Grady County, Chickasaw, 588 tracts, 37,500 acres, November 2, 3, 4; Stephens County, Duncan, 730 tracts, 69,300 acres, November 6, 7, 8; Jefferson County, Ryan, 702 tracts, 49,400 acres, November 9, 10, 11; Love County, Marietta, 854 tracts, 75,500 acres, November 13, 14, 15, 16; Carter Coun-

ty, Ardmore, 1,178 tracts, 93,300 acres, November 17, 18, 20, 21, 22, 23; Murray County, Sulphur, 352 tracts, 26,000 acres, November 24, 25; Garvin County, Paul's Valley, 621 tracts, 39,500 acres, November 27, 28, 29; McClain County, Purcell, 285 tracts, 14,600 acres, December 1, 2; Pontotoc County, Ada, 599 tracts, 45,300 acres, December 4, 5, 6; Johnson County, Tishomingo, 465 tracts, 39,200 acres, December 7, 8, 9; Marshall County, Madill, 279 tracts, 18,500 acres, December 11; Bryan County, Durant, 508 tracts, 26,100 acres, December 12, 13; Atoka County, Atoka, 1,309 tracts, 124,000 acres, December 14, 15, 16, 18, 19; Coal County, Coal-

gate, 609 tracts, 54,600 acres, December 20, 21, 22; Hughes County, Calvin, 437 tracts, 50,700 acres, December 26, 27; Pittsburg County, McAlester, 1,630 tracts, 157,100 acres, December 28, 29, 30, 1911, January 1, 2; Haskell County, Stigler, 418 tracts, 30,300 acres, January 3, 4; Latimer County, Wilburton, 191 tracts, 15,000 acres, January 5; Leflore County, Poteau, 275 tracts, 21,800 acres, January 6; Pushmataha County, Antlers, 641 tracts, 62,000 acres, January 8, 9, 10; Choctaw County, Hugo, 561 tracts, 37,500 acres, January 11, 12, 13; McCurtain County, Idabel, 778 tracts, 54,500 acres, January 15, 16, 17, 18, 1912.

Not more than 160 acres of agricultural and 640 acres of other lands will be sold to one person in any one nation. Agricultural lands are those having a minimum valuation of \$8.00 or more per acre. Terms are 25 per cent at the time of sale, 25 per cent in twelve months and 50 per cent in two years, with 6 per cent interest. Payments must be made in the form of draft or certified check, payable to J. G. Wright, Commissioner. Upon full payment being made at any time deed will issue. Imme-

diately after approval or sale certificate of purchase will issue and possession be given, but cutting of timber or drilling or mining for minerals thereon will not be permitted until full payment of purchase price. Right is reserved to reject any or all bids.

For information apply to the Commissioner to the Five Civilized Tribes, Muskogee, Oklahoma, or any of the district agents as to lands within their respective districts. Lists of these lands have been prepared by counties, showing the terms of sale, the description of the various tracts and minimum price. It will be impracticable to furnish each inquirer all of these lists and it is suggested that persons desiring such information specify the locality in which they are interested.

Blue prints of the various counties, showing the location of the land to be sold, will be furnished upon application to the undersigned, upon the payment of 50 cents for each county, in the form of draft or postal money order.

J. G. WRIGHT,

Commissioner to the Five Civilized Tribes.
Muskogee, Oklahoma, Aug. 1, 1911.

Industrial Notes.

INDUSTRIAL NOTES.

Amsterdam, Mo.—The Bates County Commissioners' Court has awarded contracts for deepening the Marais des Cygnes River drainage canal ten feet. This canal is 23 miles long and will cost \$123,000. Forty thousand acres of land will be protected from overflow.

Anderson, Mo.—Concrete water reservoir completed and pipe laying is now in progress. The season's berry shipments amounted to 31,049 crates, valued at \$66,741.

Ashdown, Ark.—Incorporated, Little River Hardware Co., \$50,000; has purchased stock and building of F. A. Locke.

Beaumont, Texas.—The Magnolia Petroleum Company has filed a mortgage of \$3,500,000 and has taken over the properties of the Security Oil Co. in this county (Jefferson) and those of the Navarro Refining Company at Corsicana, Texas. The U. S. appropriations (1910-1911) for harbors and rivers in this region are as follows: Neches River improvement, \$706,000, plus Beaumont donation of \$428,000; Sabine River improvement, \$237,000, plus Orange City donation of \$143,000; Sabine Pass dredging, \$35,000; jetty repairs, \$240,339; Johnson's Bayou, \$7,000; Sabine-Neches canal, \$546,500; Port

Arthur ship canal, \$253,133; Sabine Pass and jetty channel, \$4,642,750. The Southern Land & Rice Company's charter has been amended to make the capital stock \$45,035. Incorporated: The East Texas Brown Ore Development Company of Port Arthur, \$2,000,000. The Farmers' Oil & Fertilizer Company's plant is nearly completed, cost \$10,000; cotton gin in course of construction, \$5,000. Bond issue of \$200,000 voted to be used for parks, public playgrounds, street improvement and a new school building.

DeQueen, Ark.—The Choctaw Lumber Company has filed a mortgage for \$750,000 in favor of the Continental Trust Co. of Chicago. This loan has been made for the purpose of rebuilding and extending the DeQueen & Eastern Railway to Hot Springs, Ark. The Mansfield Lumber Co. will erect a planing mill on the K. C. S. detour, five miles south of this point. The crop of the Bert Johnson peach orchard in Pike County, Ark., amounted to 200 cars, yielding an income of about \$300,000. The crop of the Southern Orchard Planting Company's orchard at Horatio amounted to 167 carloads, worth \$1,350 per car. Under construction: DeQueen cotton warehouse, cost \$1,000.

DeRidder, La.—The annual wool sale this year amounted to 145,000 pounds, sold at an average price of 19½ cents per pound, a total of \$28,265.

Fort Smith, Ark.—The Fort Smith Garment Co., organized several months ago, has completed its new factory and is now in operation. The Arkansas-Oklahoma Fair will be held at Fort Smith, October 16th to 21st, 1911. The Novelty Carving Company, a new enterprise, has installed two carloads of machinery and has opened up for business. The Fort Smith Light & Traction Company will expend \$65,000 for improvements on Garrison street and will also extend its street car tracks ten miles so as to cover the south part of the city and reach the Fair grounds. The Southern Telephone Company has purchased all the holdings of the Pan Telephone Co. for \$150,000. City school building contract let for two buildings, \$67,000. Factory investments in Fort Smith in 1909, according to U. S. Census, \$3,206,000; output, \$3,739,000; employees, 1,455; establishments, 83. Incorporated: Western Wheelbarrow Mfg. Co., \$200,000. The Fort Smith Commission Co. is building a cold storage plant. Building permits granted from January to July, \$500,000.

Heavener, Okla.—Incorporated: Heavener Oil & Gas Company, \$10,000; oil well being bored. Heavener Bottling Works, a new enterprise, 250 cases per day. Bond issue of \$15,000 voted for school building. Contract let for a school building, \$26,721. R. B. Ragan has purchased the Wheeler coal tract of 200 acres for \$2,100 and has opened a coal mine.

Hume, Mo.—The Sayer Oil & Gas Co. of Illinois is taking up oil leases at this point and at Stotesbury, Mo., with a view to bore for oil.

Joplin, Mo.—The Central States Mining Co. has under construction a 150-ton concentrating mill; the Falls City Lead & Zinc Co. a 200-ton mill costing \$26,000; the Lone Pilgrim Milling Co. a 250-ton mill costing \$20,000; the American Zinc, Lead & Smelting Co. a 1,000-ton mill. The Ramsay building, costing \$70,000, now completed, will contain a dry goods stock valued at \$100,000. The Eureka Mining Co. has purchased 40 acres of mineral land at a cost of \$40,000. A bond issue of \$35,000 was voted for fire department improvements. The Federated Mining & Milling Co. is building a 200-ton concentrating mill. Incorporated: S-H-E-B Mining Co., \$15,000; Jack Possum Mining Co., \$16,000; Lion Mining & Milling Co., new concentrating mill. City contract let for seven blocks wooden street paving, \$31,000.

Lake Charles, La.—The Pomelo Plantation Company has begun the drainage of

1,500 acres of marsh land twelve miles south of this city. This land, when reclaimed, will be planted in citrus fruits. The Southern Rice Growers' Association has consummated a sale of 250,000 barrels of Honduras rice, which is to be milled and sent to Europe. The forty-odd saw-mills in this parish have, during the year 1910, removed the merchantable pine timber from 65,000 acres. Incorporated: The Gulf Coast Rice Milling Co., \$50,000; the Morrisal Oil & Mineral Co., capital stock \$300,000; the Smith-Newman Land Company, \$2,500,000. According to the U. S. census, there are in Lake Charles thirty-three manufacturing plants with an output valued at \$2,251,000, or an average of \$68,000 per plant; the capital invested is \$1,619,000. The Peavey-Byrnes mill at Kinder, La., recently destroyed by fire is being rebuilt, cost \$100,000, capacity 150,000 feet per day. The Actuarial Land Company has closed a contract with the Fenwick Excavator Company to reclaim 10,000 acres of marsh land on Grand Lake. The Smith-Newman Land Company has purchased 150,000 acres of marsh land between Sabine and Calcasieu Lakes, which is to be reclaimed and colonized. Incorporated: Local Oil & Development Co., \$20,000; Louisiana Mattress & Furniture Co., \$10,000; Teutonic Land & Development Co., \$1,000,000. Improvements on First National Bank building, \$10,000. One central high school building and three ward schools to be built at a cost of \$245,000. The Orchards & Lands Company will build a cannery in time for this season's crop. Incorporated: The Electric Construction Co., \$25,000; Quick Work Potash Co., \$250,000.

Mansfield, La.—Incorporated: Mansfield Insurance & Realty Co., \$15,000; DeSoto Abstract Co., \$3,000; Nabors Oil & Gas Co., \$200,000, two wells are now being drilled; Dixie Stock and Poultry Farm, \$5,000.

Mena, Ark.—Contract has been let for the enlargement of the Mena waterworks system; the cost of the improvement will be \$35,000. The North Wales Slate Company has installed new machinery at its quarries. The Gay Oil Company will build two 8,000 and one 5,000-gallon storage tanks and an oil storage warehouse here. Mr. E. G. Proctor will open a first-class machine shop.

Merwin, Mo.—The Merwin State Business College, a new institution, has been formally opened to the public.

Mooringsport, La.—Contract awarded for a new school building, \$6,420.

Neosho, Mo.—The strawberry crop shipped from this point amounted to 89 carloads this season and yielded a revenue of \$121,000. The total shipment of berries made

by the Ozark Fruit Growers' Association amounted to 290 carloads, or 156,500 crates, for which the sum of \$309,647.61 was obtained. Peaches, apples, cantaloupes and melons shipped by the association brought \$68,276.25 more. Contract has been let for the construction of concrete walks in the court house square, same to cost \$1,750.

Mulberry, Mo.—The population of this place has increased from 100 to 400 in the last three years. A cold storage plant costing \$3,000 has just been completed.

Pittsburg, Kas.—The tax assessment for Crawford County for 1911 is \$41,524,150; for the city of Pittsburg, \$11,159,945. Incorporated: Commerce Investment Co., \$25,000. Bond issue of \$225,000 voted to purchase the plant of the Pittsburg Water Supply Co. A second bond issue of \$40,000 was voted for the improvement of the plant. A surgical hospital has been established.

Port Arthur, Texas.—The charter of the Port Arthur Pleasure Pier Company has been filed, capital \$80,000. The new pier fully equipped will cost \$160,000, and \$80,000 in bonds will be issued to cover part of the cost. Excavation of the foundation of the Elks' theater and club house has been begun. The building is to be completed by October 1st, 1911; cost \$30,000. The Port Arthur Grain Co. has been organized and will take over the business and stock of the Reynolds Grain Co. and the J. S. Gordon Co. Mexican crude oil is now being shipped to Port Arthur for refining purposes. Two cargoes of 1,000,000 gallons each have cleared from Vera Cruz for this port. The Port Arthur Traction Co. will increase its capital stock from \$300,000 to \$500,000 in order to build extensions. A new school building to cost \$25,000 is in course of construction. The exports of cotton for the season reach 202,730 bales, showing an increase of 50,000 bales over the previous twelve months. The Catholic congregation of this city has decided to erect a school building to cost \$20,000. A bond issue of \$75,000 has been voted on to provide a complete drainage canal system for the city. The Gulf Refining Company's canal, one and one-half miles long and twenty-five feet deep, including concrete dock, has been completed at a cost of \$400,000.

Poteau, Okla.—A gas well with 5,000,000 cubic feet capacity was brought in June 18th, 1911. Since then seven other gas wells have been completed. A gas distribution system has been constructed in the city at a cost of \$25,000 and gas for lights and fuel is now furnished in any desired quantity.

Shreveport, La.—A bond issue of \$100,000 has been voted for the construction of permanent improvements on the State Fair Grounds. Incorporated: Gibbs Implement

& Vehicle Company, \$50,000; Caddo Oil Refinery, \$100,000; Gardner Carbureter and Brass Works, \$26,000. Contract has been let for a wagon bridge across Red River, cost \$225,000. The Shreveport Fruit Jar & Bottle Works Company will begin construction of their plant about the end of September. Messrs. J. P. Allen and L. Hart of Kansas City, Mo., have purchased the Foster Plantation in Bossier Parish for \$148,000. The tract comprises 4,000 acres. City building permits granted during the month of July, \$78,738.

Siloam Springs, Ark.—Incorporated: The Ozark Trust Company, capital stock, \$50,000; Siloam Springs Oil & Gas Company, \$20,000; Investment Company, \$50,000. The Fountain City Flour Mills have been sold at receivers' sale for \$6,000 to T. J. McBrown of Washington County, Arkansas.

Spiro, Okla.—Redwine Bros. are installing new machinery in their large cotton gin at a cost of \$1,500; the American Cotton Company is expending \$5,000 for similar purposes. A two-story brick bank building is under construction.

Texarkana, Tex.—The Texas Glass Company has made large improvements on its plant. The Texarkana Water Corporation has built a new pumping station and has laid 25,000 feet of water mains. The Land Milling Company has a new grain elevator and mill under construction. A contract has been closed for the construction of the plant of the Commercial Acid Co. A colored industrial school is to be built at an early day. Most of the needed funds have been already subscribed, and the college grounds have been purchased at a cost of \$15,000. City contract let for East Side School Building, \$64,490. The Gas & Electric Company has increased its capital stock \$400,000. Incorporated: Columbia Land, Oil & Gas Company, \$75,000. During the past year improvements to the value of \$2,590,000 have been made in Texarkana. F. W. Offenhauser and T. A. Sims have leased 10,000 acres of oil lands $7\frac{1}{2}$ miles from Texarkana and will drill for oil. About 45 miles of levees will be built along the Red River in Miller County, Ark., at a cost of \$300,000. About 100,000 acres of the richest bottom lands will be permanently protected from overflow. Mr. J. H. Copeland of North Manchester, Ind., has purchased 4,200 acres of timber land in Miller County for \$100,000.

Vivian, La.—The Wagenspach Oil & Land Co. has purchased several forty acre tracts here for \$24,000. Incorporated: Rives & Murray Company, merchandise, \$25,000; Vivian State Bank, capital stock increase, \$40,000; Vivian Ice, Light & Water Co., \$50,000.

Land and Real Estate Agents Along the Kansas City Southern Railway

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

- Allene, Ark.—Allene Real Estate Co.
 Amoret, Mo.—C. H. Hutchins.
 Amoret, Mo.—Chas. R. Bowman.
 Amsterdam, Mo.—Lawrence & McDonald.
 Anderson, Mo.—Dunn & Chambliss.
 Anderson, Mo.—Geo. W. Mitchell.
 Ashdown, Ark.—Southern Realty & Trust Co.
 Ashdown, Ark.—Ashdown Bank & Trust Co.
 Atlanta, Tex.—Westbrooke & Willoughby.
 Ashdown, Ark.—Johnston-Reynolds Land Co.
 Ballard, Okla.—Mid-West Land & Investment Co., Kansas City, Mo., 419 Reliance Bldg.
 Beaumont, Tex.—Industrial Lumber Co.
 Beaumont, Tex.—Bevil & Quinn.
 Beaumont, Tex.—Bryan & Vauchetlet.
 Beaumont, Tex.—Helsig & Smoker.
 Beaumont, Tex.—Junker & Edwards.
 Beaumont, Tex.—Beaumont Land & Building Co.
 Beaumont, Tex.—Theodore Helsig.
 Beaumont, Tex.—Oswald Realty Co.
 Beaumont, Tex.—Henry & Weaver.
 Beaumont, Tex.—Jno. M. Lowrey.
 Beaumont, Tex.—W. A. & W. W. Ward.
 Beaumont, Tex.—Lloyd M. Blanchette.
 Beaumont, Tex.—Wilson & Featherstone.
 Benson, La.—A. M. Hale.
 Benson, La.—Walter Nolan.
 Benson, La.—D. H. Sebastian.
 Benson, La.—Southern Development & Investment Co., 330 Midland Building, Kansas City, Mo.
 Blanchard, La.—J. F. White.
 Bloomburg, Tex.—J. M. Jones.
 Bon Ami, La.—Long-Bell Lumber Co.
 Converse, La.—G. I. Paul.
 Cove, Ark.—Barton & Register.
 Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.
 Cove, Ark.—T. P. Fulton.
 Cove, Ark.—J. R. Graham.
 Decatur, Ark.—Collins & Hunsaker.
 De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
 De Queen, Ark.—H. C. Towson.
 De Queen, Ark.—Garrison & Co.
 De Queen, Ark.—W. R. Sossamon.
 De Queen, Ark.—Carlton & White.
 De Queen, Ark.—Lewis W. Osborne.
 De Queen, Ark.—Weatherwax & Co.
 De Queen, Ark.—Weatherwax & Co.
 De Quincey, La.—J. Lee Herford.
 De Queen, Ark.—H. L. Dierks.
 De Quincey, La.—O. T. Maxwell.
 De Quincey, La.—De Quincey Land Company.
 De Quincey, La.—Matt Lilleburg.
 De Ridder, La.—Frank V. Howard.
 De Ridder, La.—J. E. McMahon.
 De Ridder, La.—Robert Jones.
 De Ridder, La.—O. B. Pye.
 Drexel, Mo.—Dupue & Hill.
 Drexel, Mo.—D. E. Wilson.
 Drexel, Mo.—J. E. Crutcher.
 Bagleton, Ark.—F. W. Blanchard.
 Elizabeth, La.—Industrial Lumber Co.
 Elk Springs, Mo.—John W. Miller.
 Fisher, La.—Louisiana Long Leaf Lumber Co.
 Fister, La.—Long Leaf Lumber Co.
 Fort Smith, Ark.—C. W. L. Armour.
 Fort Smith, Ark.—Kelly Trust Co.
 Fort Smith, Ark.—Fort Smith Bank & Trust Co.
 Fort Smith, Ark.—Arkansas Valley Trust Co.
 Fort Smith, Ark.—W. H. Marshall.
 Fort Smith, Ark.—R. R. Cravens.
 Fort Smith, Ark.—Rutzel & Trusty.
 Fort Smith, Ark.—Lee & Robinson.
 Fort Smith, Ark.—J. L. Lavenne.
 Fort Smith, Ark.—Rogers & Young.
 Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
 Fort Smith, Ark.—Charles P. Yaden.
 Frierson, La.—The Frierson Co., Ltd.
 Gentry, Ark.—R. J. Maxson.
 Gentry, Ark.—D. & M. Land & Brokerage Co.
 Gentry, Ark.—O. L. Hurley.
 Gentry, Ark.—Griffin & Wasson.
 Gentry, Ark.—Lowell Realty Company.
 Gentry, Ark.—R. Van Meter.
 Gentry, Ark.—Gentry Realty Co.
 Gillham, Ark.—Gillham Real Estate Co.
 Goodman, Mo.—T. W. Roberts & Co.
 Goodman, Mo.—J. O. Pogue.
 Goodman, Mo.—G. W. Whited.
 Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.
 Grandview, Mo.—Y. T. Perkins.
 Grandview, Mo.—W. M. Dyer.
 Granniss, Ark.—E. H. Poe.
 Granniss, Ark.—Hogan & Coyle.
 Gravette, Ark.—J. T. Oswalt.
 Gravette, Ark.—Wm. Fraser.
 Gravette, Ark.—O. T. Drennan.
 Hatfield, Ark.—Arnold & Trigg.
 Hatfield, Ark.—Shafer & Hammond.
 Hatton, Ark.—Ozark Realty Co.
 Heavener, Okla.—Stewart & Fowler.
 Heavener, Okla.—Lee Thomas.
 Heavener, Okla.—J. M. Courington.
 Heavener, Okla.—W. F. Colnon.
 Horatio, Ark.—J. W. Everett.
 Horatio, Ark.—Sessions-Pride Land Co.
 Horatio, Ark.—L. L. Porter.
 Hornbeck, La.—L. D. Woosley.
 Hornbeck, La.—D. B. Pate.
 Howe, Okla.—John Begley.
 Howe, Okla.—C. E. McCartney.
 Howe, Okla.—State Bank & Trust Co.
 Hume, Mo.—H. C. Curtis.
 Hume, Mo.—Wayts & Beadles.
 Hume, Mo.—Wilson & Bloomfield.
 Jaudon, Mo.—E. S. Harrison.
 Joplin, Mo.—McDonald Land & Mining Co.
 Joplin, Mo.—Marion Staples.
 Joplin, Mo.—Pile & Perry.
 Joplin, Mo.—Conqueror Trust Co.
 Joplin, Mo.—S. H. & Roy E. Stephens.
 Joplin, Mo.—St. Paul Mining Co.
 Joplin, Mo.—W. H. Dalton.
 Lake Charles, La.—Dees-West Co.
 Lake Charles, La.—North American Land & Timber Co.
 Lake Charles, La.—R. L. Coleman.
 Lake Charles, La.—H. F. Von Phul.
 Lake Charles, La.—Leon & E. A. Chavanne.
 Lake Charles, La.—H. M. Chitwood.
 Lake Charles, La.—W. K. Banker.
 Lake Charles, La.—O. S. Dolby.
 Lake Charles, La.—J. B. Watkins.
 Lake Charles, La.—Hammond & Wentz.
 Lanagan, Mo.—C. R. Wortham.
 Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
 Leesville, La.—P. G. Pye & Co.
 Leesville, La.—McFarland & Wintle.
 Leesville, La.—Lee McAlpin.
 Leesville, La.—Hicks Abstract & Realty Co.
 Lockesburg, Ark.—A. Rawlins.
 Lockesburg, Ark.—G. A. Nall.
 Mansfield, La.—Tallmadge-Atkinson Co., Topeka, Kans.
 Mansfield, La.—W. H. Harrison, Jr.
 Mansfield, La.—South Mansfield Realty Co.
 Marble City, Okla.—Barry Dotson.
 Mena, Ark.—Dennis, Kelly & Stratton.
 Mena, Ark.—J. L. Horner.

- Mena, Ark.—J. H. Naylor.
 Mena, Ark.—M. B. Legate.
 Mena, Ark.—W. A. Bagland.
 Mineral, Ark.—H. H. Lovell.
 Merwin, Mo.—Ludwick Real Estate Co.
 Mineral, Ark.—H. H. Lovell.
 Mulberry, Mo.—Poligrino & Bumgarner.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—L. W. Overbeck.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Noel, Mo.—H. C. Alexander.
 Panama, Okla.—W. D. Massey & Son.
 Pittsburg, Kan.—J. C. Armstrong, 101 West 5th St.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co. F. W. Bird, Mgr.
 Poteau, Okla.—A. E. Deason.
 Rich Mountain, Ark.—T. W. Blanchard.
 Sallisaw, Okla.—Sallisaw Realty Co.
 Shreveport, La.—Wm. Hamilton & Co. change
 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. B. Gilmer, 213 Milam St.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Devel op. Co.
 Shreveport, La.—Ragsdale's Real Estate Ex-
 Shreveport, La.—W. A. Jones.
 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—L. C. Buikley, 12 Simon Bldg.
 Shreveport, La.—L. M. McDuffie.
 Siloam Springs, Ark.—J. D. Chamberlain.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Son.
 Siloam Springs, Ark.—Moss Bros.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
 Spiro, Okla.—Cassady Real Estate Co.
 Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blanck & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Smith.
 Statesbury, Mo.—F. B. Croft.
 Statesbury, Mo.—J. G. Rennie.
 Statesbury, Mo.—D. A. Beck Realty Co.
 Sulphur Springs, Ark.—C. F. Church.
 Sulphur Springs, Ark.—C. J. Williams.
 Sulphur Springs, Ark.—Guthrey & McCallum.
 Texarkana, Ark.-Tex.—M. C. Wade, 305 State National Bank Bldg.
 Texarkana, Ark.-Tex.—W. H. Ward, 219 State National Bank Bldg.
 Texarkana, Ark.-Tex.—J. G. Johns.
 Texarkana, Ark.-Tex.—G. H. Hays, 115 East Broad St.
 Texarkana, Ark.-Tex.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.-Tex.—Louis Heilbronn.
 Texarkana, Ark.-Tex.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
 Texarkana, Tex.—G. Less Co.
 Vivian, La.—A. F. Powell.
 West Lake, La.—Locke-Moore & Co.
 Waldron, Ark.—John D. Baker.
 Waldron, Ark.—Scott County Development Assn.
 West Lake, La.—Loone-Moore & Co.
 Waldron, Ark.—Frank Bates.
 West Lake, La.—Locke-Moore & Co.
 Westville, Okla.—W. H. von Hartman Real Estate Co.
 Westville, Okla.—T. E. Sheffield.
 Westville, Okla.—P. J. Dove.
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 Wickes, Ark.—L. C. Wilson.
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 Winthrop, Ark.—Sessions Land Co.
 Winthrop, Ark.—Sessions Land Co.
 Zwolle, La.—H. A. Miner & Co.
 Zwolle, La.—Sabine Lumber Co.
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Indian Lands, Oklahoma.
 J. G. Wright, Commissioner to the Five Civilized Tribes, Muskogee, Okla.
 Dana H. Kelsey, U. S. Indian Agent, Muskogee, Okla.
U. S. Homestead Lands in Arkansas.
 Receiver, U. S. Land Office, Camden, Ark.

Commercial Associations

- Amsterdam, Mo.—Commercial Club, Geo. V. Boswell, Secy.
 Anderson, Mo.—Commercial Club, Bert Dunn, Secy.
 Ashdown, Ark.—Little River County Bank, W. C. Martin, Cashier.
 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, H. G. Spaulding, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
 Heavener, Okla.—Ten Thousand Club, W. S. Barwick, Secy.
 Howe, Okla.—Commercial Club, H. W. Moreland, Secy.
 Joplin, Mo.—Commercial Club, H. A. Forkner, Secy.
 Lake Charles, La.—Board of Trade, Jno. M. Marshall, Secy.
 Leesville, La.—Commercial Club, Geo. H. Schweitzer, Secy.
 Mansfield, La.—Chamber of Commerce, J. M. Rodgers, Secy.
 Mansfield, La.—Bank of Commerce, Ben Johnson, Cashier.
 Many, La.—Sabine Valley Bank, Frank Hunter, Cashier.
 Mena, Ark.—Mena Land & Improvement Co., W. C. B. Allen, Mgr.
 Merwin, Mo.—Commercial Club, Dr. J. R. Martin, Prest.
 Pittsburg, Kan.—Pittsburg Commercial Club.
 Neosho, Mo.—Commercial Club, John M. Sherwood, Secy.
 Noel, Mo.—Commercial Club, H. C. Alexander, Secy.
 Port Arthur, Tex.—Board of Trade, O. Owen, Secy.
 Port Arthur, Tex.—Citizens' League, Jan Van Tyen, Secy.
 Poteau, Okla.—Business Men's League, O. C. Fountain, Secy.
 Poteau, Okla.—First National Bank, Tom Wall, Cashier.
 Sallisaw, Okla.—Commercial Club, A. I. Doerr, Secy.
 Shreveport, La.—Chamber of Commerce, E. L. Colgin, Secy.
 Shreveport, La.—Publicity Club, Walter H. Polk, Secy.
 Siloam Springs, Ark.—Chamber of Commerce, Gen. Williams, Secy.
 South Mansfield, La.—South Mansfield Commercial Club, J. J. Whiting, Secy.
 Stilwell, Okla.—Board of Trade, T. E. Matthews, Secy.
 Sulphur Springs, Ark.—Commercial Club.
 Spiro, Okla.—Commercial Club.
 Texarkana, Ark.-Tex.—Boosters' Club.
 Texarkana, Ark.-Tex.—Board of Trade, V. E. Buren, Secy.
 Vivian, La.—Progressive League, T. E. Bird, Secy.
 Waldron, Ark.—First National Bank.
 Waldron, Ark.—Scott Co. Development Assn., Jno. R. Cox, Secy.
 Westville, Okla.—People's Bank, K. G. Comfort, Cashier.
 Wickes, Ark.—Boosters' Club.

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R. A. MORRIS (T. & Ft. S. R'y).....	City Pass. and Ticket Agent
CHICAGO, ILL., Marquette Bldg.	
J. O. HAMILTON.....	General Agent
DALLAS, TEX., Slaughter Bldg.	
A. CATUNA.....	General Agent
FORT SMITH, ARK.	
H. N. HALL.....	General Agent
C. E. PITCHER.....	City Pass. and Ticket Agent
HOUSTON, TEX., Commercial Bank Building.	
G. M. RILEY.....	General Agent
JOPLIN, MO.	
C. W. NUNN.....	General Agent
D. JOSEPH.....	Depot Ticket Agent
C. S. HALL.....	City Solicitor and Ticket Agent
KANSAS CITY, MO., 911 Walnut Street.	
J. C. MCGINNIS.....	City Pass. and Ticket Agent
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LAKE CHARLES, LA., 824 Ryan Street	
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NEW ORLEANS, LA., 611 Hibernia Bank Bldg.	
J. M. CARRIERE.....	General Agent
NEW YORK, 366 Broadway.	
J. P. KNIGHT.....	General Agent
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SAN ANTONIO, TEX., 314 Gunter Bldg	
C. M. WILKINSON.....	Commercial Agent
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FRED C. HENRI.....	General Agent
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A. H. VAN LOAN.....	General Agent
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J. W. NORTON.....	City Pass. and Tkt. Agent
SILCOAM SPRINGS, ARK.	
J. HOLLISTER TULL.....	Agriculturist
TEXARKANA, TEX.	
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If you are in middle life you have paid enough rent to own several homes.

BALLARD, OKLAHOMA.

The growth and development at Ballard will be naturally assisted by the fertile soil of the surrounding country and opportunities for manufacturing industries. BALLARD is a child of necessity. The resources of the country demand a city at this point; nature supplies the necessary advantages. Then why should it not be worth your while to investigate?

ABOUT THAT HOME.

Do you wish to provide a home and a sure income for your future? Do you wish to get away from landlords and bosses and have your own business, conduct it as you please? If so, here is an

OPPORTUNITY.

All through life opportunities come and are gone, some men are wise and prosper, others procrastinate and regret. WILL YOU?

POSSIBILITIES.

To obtain future independence you must act NOW, for the possibilities are many at BALLARD. The Kansas City Southern Railway is going to locate a new division point, and BALLARD has a chance to get it. BALLARD is not a "paper city," but a real live town. BUY a lot or two now while the prices are low.

FACTS.

BALLARD is 238 miles south of Kansas City, on the Kansas City Southern Railway, has a school house, charcoal kilns, daily train service, mercantile establishments, postoffice, park, fine water, ideal climate, tie business, tenants waiting for houses, feed mill under construction, has possibilities unsurpassed by any new town and opportunities for you.

There is but one MID-WEST LAND & INVESTMENT CO.
croy of land.—J. J. 419 RELIANCE BUILDING
HILL.

Ballard, Oklahoma

On Kansas City Southern Railway

There are opportunities in Eastern Oklahoma that may never be offered again.

ADAIR COUNTY.

Adjoining two of the greatest apple counties of the United States—Benton and Washington Counties, Arkansas—Adair County, Oklahoma, has all the advantages of soil, climate and altitude for profitable orcharding, but the fact remains that only a small portion of the fruit land has been developed.

THE SMALL FARM.

The day of the small farm is here. Intensive farming is the study of today and the hope of the future. Combine fruit, berries and poultry in proper proportions on a small farm and handle in an intensive manner and you have a combination that means freedom and ease, which you cannot hope for in a city on a salary. The price, \$15.00 to \$50.00 per acre.

INVESTMENT.

Remember that one good investment is worth many years of hard work, and that no other investment is so SAFE, so SURE, so CERTAIN to enrich its owner as

REAL ESTATE.

We are anxious to impress you with the desirability of our BALLARD property, especially at the low figure and easy terms at which you may invest now, for just as soon as certain contemplated developments materialize the prices will advance far beyond that we are now asking.

PRICES.

The prices for lots in BALLARD at present are \$25.00, \$35.00, \$50.00, \$75.00 and \$100.00.

TERMS.

All sales 20 per cent down and 10 per cent a month until paid. If you pay cash we will discount 5 per cent.

Invest in a country with its future ahead of it.—Jay Gould.

Louisiana Land



We have just purchased from the Frost-Johnston Lumber Company 25000 ACRES OF SPLENDID FARMING LANDS near Mansfield La. and will sell to Farmers at attractive prices and good terms. We have inducements to offer in the way of building houses, furnishing work, market for products, etc., more liberal than ever heard of before. Prairie land and Timber, good Soil and plenty of Rain.

Write for more information and we will tell you all about it, and how to join our

Special Excursions

over the

Kansas City Southern Railway

Oil burning engines,

No cinders,

Travel in comfort in our

Special Cars

These lands are worth many times the present price and will bring this advance in a few years.

Write Today = = Don't Delay

TALLMADGE-ATKINSON CO.

4th Floor New England Building

TOPEKA, KANSAS.

Granniss Plantation Colony

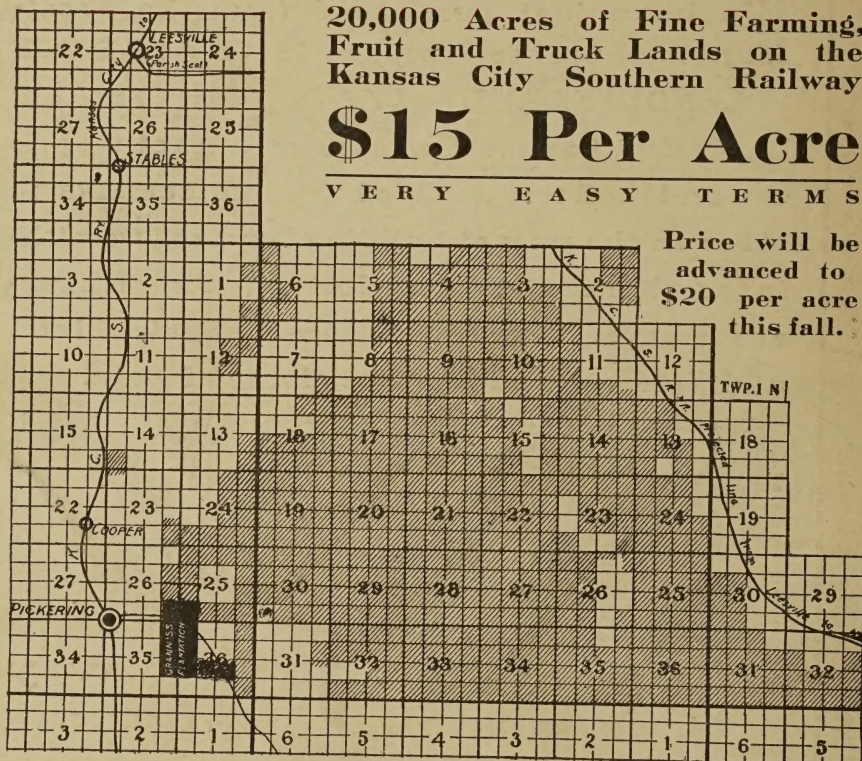
Pickering, Vernon Parish, La.

20,000 Acres of Fine Farming,
Fruit and Truck Lands on the
Kansas City Southern Railway

\$15 Per Acre

VERY EASY TERMS

Price will be
advanced to
\$20 per acre
this fall.



WHEN LOOKING FOR A NEW HOME, BE SURE AND VISIT
PICKERING, LOUISIANA

The ideal location for the greatest commercial fruit and truck growing colony in the United States, where we have a magnificent solid tract of cut-over timber land of 20,000 acres, and a **demonstration farm of 240 acres** half a mile from the railroad depot, showing what a conscientious farmer, fruit grower or truck raiser can do on these lands. We have here a rich soil, a most excellent climate, good water, abundant pasturage, the best home market to be found anywhere, abundant rainfall, and a long growing season, permitting the growing of three or four crops on the same land the same year, the best location for extra early truck, like Irish Potatoes, Onions, Melons, Cantaloupes, Tomatoes, Asparagus, etc., which can be grown in car load lots, and for Berries, Peaches, Figs, Satsuma Oranges, Fancy Pecans, Walnuts, all of them among the earliest in the market.

WRITE FOR INFORMATION TO

Pineland Manufacturing Co.

JOS. D. LaBRIE, General Land Agent

504 Keith & Perry Bldg.

KANSAS CITY, MO.